G.I.1928

78 & 28

Sl.No 1.4

P-120

Administrative Report of the Railway Department for the year 1927-28.

1928-29

App. F. IX-4

192 ~~9-30~~ (G. R.)

File No. 78-28

Serial Nos. 1-4

Previous References
G. R. ~~128 of 1926~~
111-27 (1 to 4)

Later References
G. R. 93-29 (1-6)

General and Revenue Secretariat.

P.

Serial Nos. 4

Part B for September 1929.

SUBJECT

Administration Report of the Railway Deptt for the year 1927-28.

Sb. 4.

No. G. 9380-430 Dt. 2.2.29

To The Agent, Mysore Rys. Mysore.
Secy. to Govt. for Railways
Heads of Departments and
Depy. Commrs. of Dists.

Reviews the report on the Administration of the Ry. Deptt. for the year 1927-28.

per 1/2/29

1928-29.

GENERAL AND REVENUE SECRETARIAT.

Y. M.

NOTES.

File No.

FILE HEADING.

Administration Report of the Railway Dept for 1927-28

From

The Secy to the Govt of Abyssinia for Railways, Abyssinia.

R.Y. No. 1122/31. Dated 24.11.28. Received 26.11.28.

Diary No. 4136 | Enclos. Reports & atts in duplicates 1 graph | Spare Copies. | Serial No. 1

BRIEF ABSTRACT OF LETTER.

Forwards the Admtve Report on the working of the Railway Dept for the year 1927-28 with appendices & statements in duplicate & the graphic chart showing the capital outlay etc, to be included in the Departmental Report, and states that the triplicate copy of the Report has been asked to sent for information & that

NOTES AND ORDERS.

The same will be sent on receipt.

The previous file (Y. M. 111-27) is put up for ref.

The duplicate copy of the Report will if approved be sent to the State Admtve Report Section.

Draft forwarding the other copy to the Govt,

WD 1881—GPB—30 000—1-5-21

Serial No.

Govt Printing, for setting the matter in type is herewith submitted.

SAR. KD
27.11.28.

Issue
dcg
28/11/28

DEWAN'S OFFICE.
28. DEC. 1928
No. 8925

2 To the Supdt, Govt Printing, Bangalore.
No. G. 6671 dt. 3.12.28. Forwards a copy of the Admn. Report of the Railway Dept for the year 1927-28 together with its enclosures and requests him to get the same in type & to forward the proof thereof to the Secy to Govt for Railways for revision and return and to print 200 copies of the Report and states that a copy of the Govt Review will be sent when ready for being printed and forwarded along with the Report.

3 From the Secy to Govt for Railways, Bangalore.
No. R. G. 1171 dt. 3.12.28. Forwards the triplicate copy of the above Report for taking necessary further action.
Draft issued and file resubmitted with the triplicate copy of the Report for favour of review.
SAR.
6.12.28.

Draft review submitted for approval.

dcg
7/12/28.

(Genl Secy.)
Recommended
Dewan

RG
10/12/28

6 Vol
.11/12

RG
24/12/29

dcg
21/12/29

RG
27/12

Ne – Contn. sheet

WD 021—GPB—30,000—21-8-28

Secretariat — G. M. File No. — of 1928.

Serial No.

2nd Member.
1st Member.

DCS 7/1/29

CSB 16/1/29

RSB 18/1/29.

DCS

MNS 21/1/29

D.F.N. & D.S.N.

DCS 21/1/29

Draft D.F.N. & D.S.N. submitted.
MNR. KB
21.1.29.

3rd Member.
Dewan.

DCS 22/1/29

F.N. signed by Member KB 22/1
CY. 22/1

Submitted with a D.S.N.

Dewan

DCS 22/1/29

OFFICE OF THE SECOND MEMBER OF COUNCIL
10 JAN. 1929
No. 5713

4298

7641/24/1/29

DEWAN'S OFFICE.
23 JAN. 1929
No. 3275

NOTE—Contn. sheet

Serial No.

4

To the Agent, Mysore Railways, Secy to Govt for Railways, Heads of Departments & DCs Commrs of Districts. No. G. 7380–430 d. 2.2.29. Reviews the report on the Administration of the Railway Dept for the year 1927–28.

Two till printed copies are received. AAR. 5.2.29.

The printed copies of the report have not yet been received in the Bx.

Draft D.O. reminder to Secretariat for approval.

5/2

Done 5/2

Sealed:—

Printed copies of the Report were received from the Press and sent to the Addressees concerned. The file will be closed now.

30/7/29

30/7/29

GENERAL MISCELLANEOUS BRANCH 12 OCT. 1929

NOTE—Contn. sheet

No. R. S. 1122 /Fl.

Encls Reports & Sts in duplicate & one Graph

RAILWAY SECRETARIAT,

Mysore, 24th November 1928.

FROM

Khan Bahadur ABDUL AZIZ KHAN,
Secretary to the Government of Mysore for Railways,
Mysore.

To

The Secretary to the Government of Mysore,
General Department,
Bangalore.

Sir,

Administration Report of the Railway Department for 1927-28.

Adverting to Official Memorandum No.G.1794-856/G.M.30-28-1 dated 9th August 1928, I have the honour to forward herewith the above Report with appendices and statements in duplicate. The graphic chart showing the capital outlay etc., to be included in the Departmental Report is also enclosed.

The triplicate copy of the Report has been submitted to Government for information and the same will be sent on receipt.

The Report could not be sent earlier due to my being away on tour.

I have the honour to be,
Sir,
Your most obedient servant,

Secretary for Railways,
Government of Mysore.

24.11.28

Section Gen

File No. 78-28

Serial No. 2

No. G. 6671/C/1 Report with statement + graph

Diary No. of letter replied to 4136

General and Revenue Secretariat

( )

the *192*

To

The Superintendent, Govt Printing.

Date of issue 3.12.28.

Sir,

Signed by M. D. C. S.

I am directed to forward herewith a copy of the Administration Report of the Railway Dept for the year 1927-28 together with its enclosures and to request that you will be so good as to get the same in type and to forward the proof thereof to the Secy to Govt for Railways for verification and return. 200 copies of the Report may kindly be printed.

List of enclosures

Copied by

Examined by

2.

over

2. I am to add that a copy of the Govt Review thereon will be sent when ready for being printed and bound along with the Report.

I have etc.,

Dec 28/11/28

For Govt Secy to Govt.

Gen 78-28-3

No. R. S. 1171

Encl Triplicate copy of report

RAILWAY SECRETARIAT,

Mysore, 1st December 1928.

3 pcs

FROM

Khan Bahadur ABDUL AZIZ KHAN,
Secretary to the Government of Mysore for Railways,
Mysore.

To

The Secretary to the Government of Mysore,
General Department,
Bangalore.

Sir,

Administration Report of the Railway Department for 1927-28.

In continuation of this office letter No.R.S.1122 dated 24th November 1928, I have the honour to forward herewith the triplicate copy of the above Report for taking necessary further action.

I have the honour to be,
Sir,
Your most obedient servant,

Secretary for Railways,
Government of Mysore.

ADMINISTRATION REPORT OF THE RAILWAY DEPARTMENT FOR THE YEAR 1927-28.

--:000:--

Personnel and other changes in the Staff.

Khan Bahadur A. A. Khan remained in charge of the Department during the year as Agent and Secretary to Government for Railways in addition to his duties as Traffic Manager. There was no change in the personnel of Heads of of Departments except that Mr. F. J. Kelly, Loco and Carriage Superintendent, went on four months' leave with effect from 4th March 1928 prior to retirement. I take this opportunity of placing on record my appreciation of the good services rendered by Mr. Kelly during the period of his service on this Railway for five years. Mr. H. S. Ayre, previously Works Manager, Madras & Southern Mahratta Railway, Perambur, has been appointed in his place and took charge of the Department on the afternoon of 20th February 1928.

Open Lines.

The length of the State Lines worked both by the Madras and Southern Mahratta Railway Company and by Government remained the same (695.77 miles) and 12.96 miles of Railway from Shimoga to Ragihosahalli were under construction during the year.

The Capital outlay during the year was Rs.17,42 lakhs as noted below, which brings the total investment on Railways to Rs.530.72 lakhs on 30th June 1928:-

Lines worked by the Madras & Southern Mahratta Railway.

Rolling Stock ..	..	Rs. 1,04,843
Other works. ..	..	" 1,49,200
Suspense. ..	..	11,172
	Total	" 2,65,215

Lines worked by the State.

Rolling Stock.	..	..	Rs.3,52,969
Other works.	..	..	" 1,39,083
Suspense including stores.		..	14,928
	Total.	..	" 5,06,980

Construction of Shimoga-Arasalu Railway.

Rs. 9,69,891

Grand Total Rs.17,41,586

The large portion of the outlay incurred during the year on Rolling Stock was on account of construction of new Coaching Stock and on Mixed works relating to replacements and conversions of stock from one type to another.

The history of the several Railways in Mysore constructed and in progress is given in detail in Appendix A.

Revenue and Expenditure.

I have great pleasure in reporting that the total Revenue from the Railways both worked by the Company and the State amounted to Rs.88.19 lakhs during the year as against Rs.76.42 lakhs in 1922-23 showing a large surplus of Rs.11.77 lakhs during the period and the net revenue from Railways amounts to Rs.22.62 lakhs or a return of 4.38 per cent on the total investment.

Lines worked by the Company.

The gross earnings during the year were Rs.1,98,000 more than the previous year and amounted to Rs.52.89 lakhs. There was a similar increase in the working expenses as well from Rs.28.43 lakhs in 1926-27 to Rs.30.40 lakhs during the year under report, partly due to increase in receipts and partly due to increased outlay on replacements and renewals of the combined system. After payment of surplus profits to the Company, --

guaranteed interest the net receipts amounted to Rs.14.79 lakhs as against Rs.14.77 lakhs in the previous year, with a return of 7.44 per cent on Capital against 7.37 in the previous year.

Lines worked by the State.

The gross earnings of the lines worked by the State amounted to Rs.38.04 lakhs during the year and under report against Rs.35.80 lakhs in the previous year. There was an increase of Rs.2,44,000 of which Rs.1.24 lakhs was under Coaching, due to large movement of passengers on account of Silver Jubilee & Celebration of His Highness the Maharaja of Mysore, the All India Exhibition at Mysore and general improvement in traffic, etc., Rs.0.93 lakhs under Goods and Rs.0.27 lakhs under Miscellaneous.

The total number of passengers travelled during the year amounted to 4,476,315 against 4,162,068 in 1926-27 or an increase of 314,247 passengers, chiefly on Metre Gauge and Narrow Gauge and under all classes. There was however a fall of passenger traffic on the Tramways due to competition from road motor services. Government have ordered the levy of double the ordinary mileage rate on Motor Buses which ply on roads running parallel to the Railway and this restriction has not been able to prevent diversion of short distance traffic paricularly in the suburban areas. The question of co-ordinating these services with the Railways in the best manner possible suited to the conditions in Mysore is under consideration. The transport problems all over the world are getting rather intricate with competing services both by air and land and the question of undertaking these new services by Railway themselves or of co-operating with

those financed by private bodies is to-day engaging the attention of all Railwaymen in the world.

The ordinary working expenses during the year amounted to Rs.22.64 lakhs or 59.50 per cent of the gross earnings, which is the lowest in record compared with the previous years as shown in the table below:-

Year.	Gross Earnings.	Working Expenses.	Percentage of working expenses to gross earnings.
	Rs.	Rs.	
1921-22.	30,04,082	25,25,543	84.07
1922-23.	32,02,564	24,27,011	75.81
1923-24.	31,39,371	23,13,028	73.70
1924-25.	34,46,949	23,28,903	67.56
1925-26.	34,68,004	23,32,525	67.29
1926-27.	35,60,369	23,55,947	66.16
1927-28.	38,04,000	22,64,000	59.50

The expenses during the year were less by Rs.91,000 than during the previous year and were distributed as given below:-

	1926-27. Rs.	Percentage on gross earnings.	1927-28. Rs.	Percentage on gross earnings.	Increase Decrease
1. General Administration.	5,54,000	15.56	5,64,000	14.83	+ 10,000
2. Ordinary repairs and Maintenance	5,75,000	16.15	5,62,000	14.77	- 13,000
3. Operating Expenses.	12,26,000	34.45	11,38,000	29.90	88,000
Total.	23,55,000	66.16	22,64,000	59.50	91,000

Net Result of working.

After setting apart a sum of Rs.4 lakhs as usual to the Depreciation Fund, the net cash receipts from the lines worked by the State amounted to Rs.9,89,000 against

Rs.6,22,000 in the previous year, as detailed below:-

	1926-27. Rs.	1927-28. Rs.	Increase or Decrease Rs.
1. Gross Receipts.	34,18,000	38,29,000	+ 4,11,000
Deduct.			
2. Working Expenses. ..	22,48,000	23,27,000	79,000
3. Surplus Profits.	67,000	69,000	2,000
4. Guaranteed Interest.	81,000	44,000	37,000
5. Contribution to Depreciation Fund.	4,00,000	4,00,000	
Total deductions 2 to 5.	27,96,000	28,40,000	44,000
Net Receipts.	6,22,000	9,89,000	3,67,000

Stores Transactions.

The year opened ~~xix~~ with a balance of Rs.7,31,719 and during the year stores to the extent of Rs.11,54,106 were purchased and the issues amounted to Rs.11,29,974 leaving a balance of Rs.7,55,850 at the end of the year as detailed below:-

	Rs.
Stores with the Chief Store-keeper.	4,06,845
Coal, Fuel and timber with the Loco Department. ..	1,61,764
Blank card tickets with the Audit Department. ..	1,186
P.W. materials in the custody of the Engineering Department.	1,85,255
Materials with the Traffic Department. ..	800
Total	Rs.7,55,850

Accidents.

There was no accident to trains that caused

serious injury to persons or damages to property:-

Three persons were run over by trains and killed. One person fell down from a running train on Bangalore-Mysore section and died of the injuries sustained.

The number of passengers, injured during the year was 5 due to either falling or jumping out of trains. The number of engine failures during the year was 42 as against 49 in the previous year.

The cattle accidents during the year decreased from 96 to 94.

General.

The construction work on the Shimoga-Ragihosahalli Railway which was started last year has made good progress. Tonga Bridge had been completed and the new Shimoga Station will be shortly ready for opening. The whole line up to Ragi-hosahalli is likely to be opened for traffic by April or May 1929.

The extension of this Railway as far as Arasalu, a further distance of 7.84 miles, making in all 27 miles from Shimoga has been sanctioned. It is also proposed to extend the line further as far as Ananthapur and Sagar - if possible for the improvement of the Malnad in particular. With the opening of these extensions, the need for additional Rolling Stock is greatly felt and so during the year three additional heavy passenger engines were obtained and also the following Coaching and Goods Stock:-

Metre Gauge.

One first class four-wheeled coach.
Four heavy Brake-vans.
One Luggage-Van.

2'-6" Gauge.

One I, II & III class bogie coach.

One bogie brake luggage and third.

Three covered goods wagons by conversion of Open sided trucks.

2'-6" Gauge.

Four covered bogie wagons.

and the following additions to stock will also be shortly made:-

Metre Gauge.

Three Third Class Bogies.
Four Bogies, brake, luggage and Third.
One I, II & III Class Bogie.
Fourteen Bogies, III Class.
Fifty wagons and
Twenty Horse Boxes.

2'-6" Gauge.

Seven covered goods wagons by conversion of open-sided trucks.

2'-0" Gauge.

Four covered bogie goods wagons.

With the above additions to the existing ~~Guage~~ Coaching and Goods stock, it would be possible to keep down the working expenses next year to a great extent by the saving of hire charges now paid for stock taken on loan from the Foreign Railways.

To avoid prohibitive freight charges by rail, arrangements have been made to import Coal required for the Mysore Railways by Sea thereby taking advantage of reduction in price as well as freight to the extent of Rs.3-9-3 per ton, which for 25,000 tons gives a saving of Rs.80,000 in revenue expenditure. It is further proposed to reduce this heavy item of expense in Revenue Account by importing Singareni Coal at an all inclusive price of Rs.14/ and odd per ton which will give a total saving of over Rs.2 lakhs in the working expenses of the Mysore Railways.

With a view to economy in the consumption of Coal, a Fuel Inspector with necessary staff have also been

temporarily entertained to instruct the running staff in the economical consumption of coal and a saving of over Rs.10,000 on the coal bill is expected by the new arrangement.

The traffic prospects of the following lines were investigated during the year and the reports received in this connection are under consideration:-

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]

In view of the [illegible] consumption on the Bangalore-Mailar line and the construction of new lines, the question of training adequate staff was taken up and during the year, the Telegraph Training Class was opened to train students in Telegraphy and other traffic working for being recruited as Signallers and General Duties Inspectors and Clerks.

And for the subordinate service, three Traffic Probationers have been interviewed and are under training, two on the Madras & Southern Mahratta Railway and South Indian Railway and one locally.

It is also proposed to take three Probationers for the Loco Department and the question is under consideration.

During the year, the President, Railway Board, Sir Clement Hindley visited Hyderabad and also Sir Francis Couchman, one of the Directors of the Madras & Southern Mahratta Railway Home Board.

It has been a matter of great satisfaction that the year under report has practically been free from complaints from the Public, though traffic carried during the year has been a record one. Though earnings increased from Rs.35,60,369 in 1926-27 to Rs.38,04,495 during the year, the working expenses were reduced from 64.07 in 1921-22 and 66.16 in 1926-27 to 59.50 in 1927-28. I hope with the efforts that are being made to further reduce our expenditure, it would be quite possible to bring it down to less than 50% in 1929-30. With the addition of more mileage it ought to be possible that the expenditure should be 40% of gross earnings -- Inshallah -- an ideal which the Railway Department have in view.

Satisfactory working of the Department during the year are due to the co-operation of the Heads of Departments and the staff to whom my thanks are due.

The reports received from the Heads of Departments are given in Appendix B.

Agent,
Mysore Railways.

23/11/28.

VRB.

(a) Ordinary Work of the Department.

The total Revenue Expenditure during the year works up to Rs.9,37,015 against the budget grant of Rs.10,49,667/- under Locomotive expenses. The amount spent under carriage and wagons maintenance account will be Rs.2,68,748/- against the allotment of Rs.3,12,755/-. Of these, the renewals and replacements provided under "Depreciation account" are as under:-

Locomotive.

Against Rs.1,39,068/- the expenditure comes to Rs.1,39,488/-.

Carriage and wagons.

Against Rs.1,30,745/- the expenditure is Rs.49,634/-.

On the whole, the total outlay incurred by this Department during the year, excluding that under depreciation fund works up to as under and is within the budget grant.

Grant "B" & "C".	Total outlay.
Rs.10,90,609/-.	Rs.10,16,641/-.

The Locomotive and Carriage and wagon stock that under-went repairs during the year were normal and efficient as given below:-

Gauge.	Loco.	Carriage.	Wagons.
Meter Gauge.	32	171	262
Narrow Gauge.	9	25	39
Tarikere Narasimha-rajapura Tramway.	5	-	12
Total	46	196	313

In addition to the above, the undermentioned stock were newly constructed and placed on line:-

Meter Gauge.

1.First class 4 wheeled coach.
4.Heavy brake vans.
1.Luggage Van.

Narrow Gauge.

1.First, second and third class Bogie coach.
1.Bogie Brake Luggage and third.

Out of 10 HS.wagons provided for in the budget for conversion into covered wagons, 5 have been completed and the work on the rest is in progress.

Taribore Narasimharajapura Tramway.

The 8 CB.wagons provided for in the budget for 1926-27 and 1927-28 for which indents had been placed on Home, were received rather late in the year and therefore only 4 of them were erected and handed over to traffic during the year and of the remaining 4, two have since been completed and the two yet remaining, are proposed to be converted into BVs.

The three III class bogie coaches provided for in the budget have been completed and handed over to traffic, as also two Bogie Brake Luggage and third and I first, second and 3rd class bogie.

During the year 3 HPS.engines were newly received, erected and handed over to Traffic for use on the metre gauge section.

The panel sheets and underframes etc., indented on Home in the year 1926-1927 for the construction of 14 III class Bogies have been received only recently and the construction of coaches has now been taken up and will be completed as soon as possible. The construction of 2 BLTBs.intended for the S.A.Railway is also on hand and will be completed shortly.

From the above, it will be seen that there has been a good out-turn of work in the shops during the year and with the equipment of more and up-to-date machinery, a quicker out-turn may be expected. The over-head travelling crane and boring Mill have since been installed in the shops.

Out of the 36 apprentices sanctioned by G.O.in their order No.R.S. 1071-72/Ry.F.200 G.23-24 dated the 7th February 1924 for training in the shops, 24 have already been selected and undergoing training and the remaining 12 men have since been appointed and are given training in all branches in the shops.

With a view to reduce the expenditure under coal ~~and~~ by instructing the running staff to use the coal economically, a Loco and Fuel Inspector has been sanctioned and the Coal Economy Campaign sanctioned, has since been brought into effect.

Issacs

Loco & Carr Superintendent.

VII.CC.
3-10-28.

for 4/10/28

Administration Report of the Engineering Department for 1927-28.

o=====o

Administrative Changes.

Mr. K. Srinivasaiengar was in charge of the Department for the whole year, except for a short period of about a fortnight in March last when he went on leave and Mr. Y.R. Ramachandra Rau was Officiating Superintending Engineer in charge. Mr. K. Srinivasaiengar also officiated as Agent and Secretary for Railways in addition to his own duties as Engineer-in-Chief for a month in January when Mr. Khan was on leave.

Of the two Open Line Engineering Divisions, the Mysore Division was under Mr. V. Ramanujalu Naidu till April when he was transferred to the Shimoga Division and Mr. Mirza took charge. The Shimoga Division was under Messrs. Ramaiya, Viswanath, Mirza, Narasimha Rau and Ramanujalu Naidu for varying periods due to leave vacancies.

The Construction Division at Shimoga continued under Mr. Y.R. Ramachandra Rau's charge throughout the year except for about a month in March when, due to Mr. Y.R. Ramachandra Rau being on other duty as Offg. Superintending Engineer and also on leave, Mr. Ramaiya was in charge as Offg. Executive Engineer.

New Constructions.

No fresh constructions were undertaken during the year

year. The construction of Shimoga-Ragihosahalli Railway which was begun in March 1927 was in progress. The expenditure incurred on this Construction during the year under review was Rs 9,70,800 and that from commencement to end of June 1928 was Rs ~~14,20,348~~ 14,18,239.

Surveys.

1. Bangalore - Hosur Railway.-

The field work on this Survey was finished in June 1927 and the estimate and report thereof were got ready and submitted during the early part of the year. Further action has, however, been ordered to be deferred by Government till a decision is arrived at about the southern connection from Mysore via Chamarajanagar.

2. Chamarajanagar-Mysore Frontier and Chamarajanagar-Kollegal lines.-

The original orders were to undertakethe Surveys of the Chamarajanagar-Mysore Frontier and Tumkur-Sira-Chitaldroog Railway lines; but, subsequently, it was ordered that a line from Chamarajanagar to Kollegal should be surveyed in lieu of Tumkur-Sira-Chitaldroog line. Accordingly the survey party entered on the survey of these two lines viz., Chamarajanagar-Mysore Frontier and Chamarajanagar-Kollegal in December 1927 and completed field work on both the Surveys. The reports and the estimates for these lines are under preparation for submission to Government.

Apart from the usual maintenance work of the Department, the following are the more important

items

items of work carried out by the Department during the year under review :-

I Improvements to the standard of the line.

1) Further replacement of deteriorated junglewood sleepers on the Bangalore Mysore section, begun in 1926-27, was continued during 1927-28 also and about 42,000 new teakwood sleepers were put in on this section. This work has to be continued next year also. About 5,500 metre gauge sleepers were also renewed on Mysore Arsikere Railway and Birur-Shimoga sections and 3,500 Tramway sleepers were newly laid on the Tramways in place of worn out ones.

2) Further collection and spreading of ballast was continued on Bangalore-Chamarajanagar section and Mysore - Arsikere Railway, but a good deal of work has yet to be done in this direction in order to bring about smooth running on these two sections and it is being done gradually year after year consistent with funds available.

3) A number of cuttings and banks on Mysore Arsikere Railway, Bangalore Mysore section and Birur-Shimoga section were widened and a few cuttings were provided with ballast walls where necessary.

4) The work of providing the second stage of revetment to the approach banks of the Lakshmanathirtha bridge on Mysore Arsikere Railway was completed. A sum of Rs 33,000 was spent on this important work during the year in addition to about Rs 20,000 expended in 1926-27.

5) An arch bridge on Bangalore Mysore section showed signs of crack and immediate steps were

taken

taken and the arch was strengthened by building another arch beneath the existing one.

6) The work of rerailing loop lines in station yards on Bangalore Mysore section with 60 lb. rails (in place of 41½ lb. section ones) was completed this year, after receipt of the points and crossings ordered from England.

II. Facilities for handling traffic and also for the public.

1) The additional tank staging, erection of tanks etc., at Nanjangud was completed and the arrangements brought into force.

2) The improvements to the south end level crossing of the Mysore station were finished.

3) The passenger platform at Closepet was extended and Chamarajapuram station was provided with a raised platform and fencing.

4) The work of providing additional loops at Rengenhalli and Amritapura was taken in hand during the latter part of the year. The receipt of materials ordered for the work is awaited.

5) Derrick Cranes were put up at Hebbe and Tarikere.

6) The goods shed at Shimoga was extended and Hampapura was provided with a new goods shed.

7) The loop at Bettahalsoor station was extended

8) The outer signal at Chikballapur was provided with an Electric repeater.

9) A wire-netting room was put in at the Parcel room at Mysore.

10) The passenger platform at Seringapatam was given tap connection.

11) Ramps for loading motor cars were provided at Seringapatam, Closepet, Chamarajanagar and at Chitaldroog a new siding also was put in, in addition to a ramp.

12) The latrines at Gidnahalli and Siddlaghatta stations were provided with new flooring.

13) The roofs of station buildings at Settihalli, Yeliyur and Paschamvahini which consisted of old country tiles were removed and new Mangalore tiled roofing put in.

14) A new water shed was put up at Channapatna.

15) Additional level crossings were opened near Byadarahalli, Hassan, Handagere, Arsikere and Hebbe.

16) Additional platform lamps were put in at a number of stations on Mysore Arsikere Railway.

17) Certain additions and alterations were effected to the station building at Yedatore to provide for an European Refreshment Room.

18) The approach roads to the station and goods shed at Chamarajanagar were metalled.

III. Amenities to Staff &c.

1) A portion of the Vani Vilas Mohalla Railway Colony was provided with compound walls to improve appearance.

2) The Time Office at the Central Workshops was extended to accommodate a Dispensary at that area.

3) Staff wells were provided at Nigalgoya and Kurunduhill.

4) The bailiff's shop at Central Workshops was converted to serve as quarters for the Sub Assistant Surgeon.

5) A Rest Room with kitchen was constructed at Uttaldroog for use of inspecting officers.

6) Furniture and crockery were supplied to the Agent's bungalow as per covernment orders.

7) The staff wells at Kotekunigal and Kallyanur were deepened to improve water supply

8) A New Latrine was put up at Uttaldroog for staff quarters.

IV. Miscellaneous.

1) The reroofing of the Central Workshops yard and putting in additional lines was completed.

2) Work was started on the construction of a new carriage shed at Central Workshops.

3) A pit was constructed for the loco erecting shed at Workshops.

4) Certain improvements and additions were made to the Mess Engine shed at Kankur.

5) Additional huts were provided for the Under Store Keeper's office.

6) The Store room at Central Workshops was provided with new windows of glass panes and metal shutters.

7) The visibility of a number of level crossing gates was improved and the more important gates on Kolar District and Bangalore Chikballapur Light Railways were provided with new shutters. New lamps were provided for certain gates which had not these previously.

8) Due to failure of the loco well at Bidadi, it was decided to shift the existing watering arrangements from that place to Closepet and work was started and carried out to the extent of grant available, leaving the balance to be spent this year.

9) Additional electric lights were installed for the Dock siding at Mysore.

10) A number of old wooden signals were renewed with R.S. beams on Bangalore Mysore section.

11) Worn out bridge timbers on Bangalore Mysore and Kolar District and Bangalore Chikballapur Light Railways section were renewed with new teakwood ones.

12) The Division office building at Hassan was improved and certain additions were effected.

13) The old delivery pipe to the water tanks at Maddur which was leaky was completely renewed with new G.I. pipes.

VI. Unusual occurrences.

There was no serious failure of water at any of the watering places during hot weather as in the previous year and the few failures that occurred were got over.

Unlike last year, flood damages too were not severe anywhere except a small washout of the

Jinegehalla

Jinegehalla cause-way on Chikjajur-Chitaldroog Railway which, however, did not, in any way, hamper train service and which was soonafter restored at a small cost of about ₹ 300.

The Officers and staff of the Department all worked well during the year.

Engineer-in-Chief,
Mysore Railways.

LS

Administration report of the Traffic Department for the year 1927-28

1.OPEN MILEAGE. The open mileage of this Railway for the year under report continues to be the same as last year, i.e. 424·29 miles.

II. EARNINGS. The total gross earnings of the line worked by the State during 1927-28 amounted to Rs.36,04,000 against Rs.35,60,000 or an increase of 2,44,000.

The details of the earnings are as follows:-

(a)Coaching Earnings.	1926-27 Rs	1927-28 Rs
(i)Metre Gauge.	17,55,000	18,65,000
N.C.Railway.	57,000	69,000
(ii)K.D.Railways.	1,65,000	1,70,000
(iii)B.C.L.Railway	1,52,000	1,50,000
(iv)T.N.Tramway.	18,000	17,000
	21,47,000	22,71,000

or an increase of Rs.1,24,000 under Coaching Earnings.

(b)Goods Earnings.		
(i)Metre Gauge.	11,63,000	11,83,000
N.C.Railway.	18,000	33,000
(ii)K.D.Railways.	1,01,000	1,45,000
(iii)B.C.L.Railway	36,000	45,000
(iv)T.N.Tramway	34,000	36,000
	13,52,000	14,47,000

or an increase of 95,000 under Goods traffic.

(c)Sundry Earnings.		
(i)Metre Gauge.	57,000	82,000
N.C.Railway	1,000	1,000
(ii)K.D.Railways.	2,000	2,000
(iii)B.C.L.Railway	1,000	1,000
(iv)T.N.Tramway	..	..
	61,000	86,000

or an increase of 25,000 under Sundry Earnings.

III.AVERAGE EARNINGS. The average earnings per mile per week for 1926-27 compares with that of the year 1927-28 as shown below:

	1926-27	1927-28
(i)Metre Gauge.	294	325
(ii)K.D.Railways.	81	96
(iii)B.C.L.Railway	94	98
(iv)T.N.Tramway	28	28

IV WORKING EXPENSES.

The total traffic expenses during the year under report

Rs.47,000 as compared with the expenditure for 1926-27 which is due mainly for the following reasons:-

1. A sum of Rs.21,000 was paid as hire charges on foreign stock due to increased traffic. The rate of hire charges was also raised by the Railways in India from Rs.1-2-0 to Rs.1-6-0 for four wheelers and from 2-4-0 to 2-6-0 for Bogies from 1st Oct.1927. Arrangements are being made to purchase wagons worth about 3½ lakhs.
2. A sum of Rs.9,000 was paid more than last year as Traffic expenses at joint stations due to increased traffic.
3. A sum of Rs.1,500 has been paid as compensation in excess of what was paid last year.
4. A sum of Rs.1,500 was paid towards the spare parts of ticket printing machine this year which was not provided for in the Budget.
5. A sum of Rs.6,000 was spent this year due to more number of staff being supplied with warm clothing and extra clothing supplied consequent on the Viceregal Visit.
6. A sum of Rs.1,000 was spent towards extra staff for Narrow Gauge and Tramways (Guards and Under Guards).
7. Other cesses amounting to Rs.7,000 are due to increased expenditure due to increase in traffic.

The expenditure of Rs.5,07,000 for 1927-28 as compared with the Budget grant show an increase of Rs.17,000, the reasons for which is explained below:-

1. A sum of Rs.9,600 was paid as Traffic expenses at joint stations over and above the budget grants.
2. A sum of Rs.6,500 was paid more towards hire and penalty charges as explained above.
3. A sum of Rs.500 was paid towards sundry expenses due to increased activities of our Railway.
4. A sum of Rs.1,500 was spent by the Audit Office towards the cost of spare parts of the ticket printing machine.
5. Other minor increases under other heads where all compensated for by corresponding decrease under other heads.

V. TRAFFIC WORKING.

(a) No. of passengers travelled.

The total number of passengers travelled during the year 1927-28 was 44,76,000 as against 41,62,000 for 1926-27 or an increase of 3,14,000 passengers.

(b) Train service. The train service was satisfactory on all sections and there was no serious detentions to trains. The trains service on the Narrow Gauge was somewhat irregular, due to Loco troubles and the situation has since improved.

During the year 1927-28 the Dasara commenced on 26th Sept, 1927 and the procession day fell on 6th Oct. 1927. There

was very heavy rush of passengers to Mysore from different directions. The rush commenced from 25th Sept.1927 and the heavy rush above the normal traffic commenced from 28th Sept.1927 and continued upto 6th October 1927. The return rush started from the same night and lasted upto 10th October 1927 and continued over and above the normal rush till 20th October27 Of the total number of passengers carried during the season 69,919 were inwards feast passengers and 76,831 were outward passengers. There was no accident whatever during this period.

(c)Accidents. The following are the serious accidents reported during the year, other minor accidents such as detentions, etc., for want of water, calf or bullock run over, being left out of the report.

1. Some packages kept in the Goods shed at Chamarajanagar took fire on 24th March 1928.
2. One boy was knocked over between mile 71 and 71/1 between Nandi and Avatihalli on 7-4-1928.
3. Mr.C.Venkata Rao, Station Master, Nelagola, died on 6th May 1928 while on duty.
4. No.36 Down of 17-6-1928 collided against a double bullock cart at the level crossing gate at mile 45/11 between Hunsenhalli & Chintamani.

(d)Goods traffic. The total number of wagons loaded and unloaded on the Metre Gauge and Narrow Gauge is as noted below:-

	1927-28		1926-27	
	Loaded	Unloaded	Loaded	Unloaded.
Metre Gauge.	38,731	38,830	33,305	36,190
Narrow Gauge	6,305	5,770	5,765	4,704

Booking of goods traffic was not restricted on any section during the year and there was no delay during the year under report. There was no serious delay to wagons at joint stations. All timber offered by the Forest Department and public was cleared as quickly as possible and there was no complaint from the Forest Department.

(e)Facilities granted to public.

There has been very many references for reduction in the existing rates for different commodities from stations on this Railway to stations on foreign Railways from Mysore Chamber of Commerce, Bangalore, and from Mysore Iron Works, Bhadravati, which was granted especially on consignments like pig iron and other

by Iron Works at the instance of M.S.M.Railway.

VII. CLAIMS. A sum of Rs.4,478 was paid against 3,084 during 1926-27 the increase being due to payment of compensation claims.

VIII Telegraph Training Class.

The Telegraph Training Class was opened from 13th April 1928 to train students in Telegraphy and other traffic working for being recruited as signallers and General Clerks, Coaching and Goods. The students while under training are paid Rs.10/- a month each, till the period of training is over.

IX CONCLUSION. Satisfactory results obtained during the year under report are chiefly due to the good work and co-operation of the District Traffic Superintendents and other staff to whom my thanks are due and it is hoped that better results will be obtained next year.

Traffic Manager.

@ 1/11

Report on the working of the Audit and Accounts Department for the year 1927-1928.

.....

1. Gazetted Staff.-

Mr. M.A. Singrachar, continued to be in charge of the Railway Audit Office during the year. Mr. M. Shamanna, Assistant Comptroller was transferred to the Railway Audit Office as Assistant Auditor from 8th September 1927 in place of Mr. Y. Subramanyam, Assistant Auditor, transferred to the Comptroller's Office as per G.O. No. 1913/C.B.43-27-2 Dated 29th August 1927.

2. Examinations.-

During the official year the usual examinations for Subordinate Accounts Service and Accountants and for the junior clerks were held.

3. Inspections.-

In addition to the inspections of Stations by the Travelling Inspectors of Accounts, 13 ~~xx~~ stations and two offices were inspected by the Gazetted Officers during the year.

4. Printing of Railway Codes and Manuals.

Chapters I to IX of the Mysore Railway Code Vol: II were issued as Part I of the Mysore Railway Code Vol.II. Out of the seven Chapters relating to Part II two have been approved by the Comptroller and three are still to be approved by him.

In addition to the ten Appendices, which were printed and issued in the previous years, the following four appendices were got printed during the year.-

1. Stock verification rules.
2. Inspection of Registers by a Gazetted Officer.
3. Leave rules for the Subordinate Executive Staff.
4. List of returns due to and from, Railway Offices.

The two appendicies, Provident Fund and Gratuity Rules which will complete Vol.III are still pending with the Agent.

5. Stock verification.

The usual verification of the Audit Stock Verifier of the following Tools and Plant and Stores ~~were~~ was carried out:-

1. General Stores of Classes E.G.B. 4,5 and 10 in the Central Stores.
2. Tools and Plant and Coal and fuel stacks of all Loco Sheds.
3. Tools and Plant and Station Furniture of all stations on the several Lines.
4. Engineering and P.W. Materials of M.A. Railway and C.C. Railway.

In addition to these, a complete reconciliation of the Numerical Balances between the Depot and Audit Office Priced Ledgers, in which differences were running for the past five years , was also effected.

6. Test Audit of Accounts of the Sections worked by Madras and Southern Mahratta Railway Company.

The Test Audit of Accounts of the M.&.S.M. Railway was

conducted three times during the year and several important points were noticed . The following deserve special mention.-

(1). The earnings of the inward Goods traffic of Bangalore City Station relating to periods ranging from March to July 1927 were not apportioned and adjusted during the respective months. On being pointed out the Company effected the apportionment in the accounts for September 1927, our share working up to about Rs. 93,000.

(2). Half-yearly adjustment in connection with the routing of Goods Traffic as per Poona Agreement of 1902 between M.&.S.M. Railway Company and G.I.P. Railway.

It was stated in Para 6 (1) of the last year's report that a credit of about Rs. 17,000 was expected to the Mysore Railway as a result of the above adjustment being given effect to with retrospective effect for the periods for which records were available in the Company's Office. The said sum (pertaining to 11 half years i.e., from 31-3-1921 to 30-9-1926) was transferred by the Company during September 1927.

7. Inspection of the Railway Audit Office by the Comptroller.

The office was inspected by the Comptroller during the year. The inspection report was received a few days back and is under disposal.

8. Settlement of claims of the Kolar District Board in respect of K.D. Railway.

It

It was stated in Para 7 (3) of the last year's report that the arrear claims of the District Board were settled in that year. A further representation has been made by the District Board during the current year saying that the method of apportionment adopted in settling the claims was not quite equitable to them, and orders were issued by Government in G.O. No.L. 1238-71/L.B. 114-24-61 Dated 8th/9th August 1928 to effect a revised settlement. The matter is under correspondence with the Comptroller.

9. Detailed Rules for working the Railway Depreciation Fund.-

Separate Depreciation Fund Accounts were being maintained provisionally for each Railway from 1924-25 pending definite orders of Government in the matter. Orders of Government were received during the year(G.O. No. R.S. 1063-66/Ry.F. 150 Dated 26-11-27) directing that the Fund should be only at the credit of the Main Line and that the Worked Lines should be debited with a share of the actual outlay on Replacements and Renewals, they being entiled to no share in the balance of the Fund. The balances under Worked Lines have accordingly been transferred to the - - Metre Guage during the year.

10. Apportionment of the cost of Law and Order-Police.

The mothod of apportionment of these charges on K.D. B.C.L. and N.C. Railways referred to Government for orders during last year is still engaging their attention.

11. Clearance of Traffic outstandings.-

The Station and Audit Office outstandings at the beginning and the close of the year compare as follows:-

Particulars.	At the beginning of the year. Rs.	At the close of the year. Rs.
1. Station O/S	54,000	60,000
2. Audit office B/S.	1,61,000	1,34,000
Total.	2,15,000	1,94,000

The sum of Rs. 60,000 outstanding at end of June 1928 under Item (1) consists ~~of~~ mostly of parcels and goods " To Pay " consignments received during the last month of the year, which will be cleared as consignments are delivered.

The large balance of Rs. 1,34,000 under the Audit Office Balance Sheet is chiefly attributed to non-realisation of dues from the Mysore Iron Works and partly to amounts due from the Electrical, Palace and other Departments.

12. Audit objections and irregularities.-

These are embodied in the Audit and Appropriation Report.

MT/12-10.

Auditor, Mysore Railways.

Report of the working of the Stores Department for the year 1927 - 28.

1. Staff. I was in charge of the Department during the year except for one month and ten days from the 15th August 1927 when I went on privilege leave. Mr.K.Srinivasamurthi, Stores Inspector and Office Assistant acted for me. The temporary establishment costing Rs.167 per month sanctioned for the Shimoga Arasalu Railway Construction in the previous year was continued during the year under report. Two temporary warders were employed from 1-3-1928 to reconcile the priced and numerical ledgers.

The expenditure on account of salaries and establishment is given below for the year under report and for the previous year:-

	1927-28.	1926-27.
Salary of the Chief Store Keeper	4767- 0-0	4484- 0-0
Establishment of the Chief Store Keeper's Office.	8252- 0-0	8238- 0-0
Establishment of the Central Stores.	9225- 0-0	8660- 0-0
(Temporary establishment and acting allowance)	1198- 0-0	1440- 0-0
Travelling allowance	490- 0-0	541- 0-0
Total Rs.	23932- 0-0	23432- 0-0

2. Accommodation and Equipment. Orders sanctioning the construction of (1) racks for irons (2) an oil ward at the Central Stores and (3) a compound wall, were passed, but none of these works were taken up as funds provided for them were utilised for other purposes. The work of the Department is therefore carried on under difficulties as usual.

3. Audit stock verification and Inspection. The verification of the stock of all classes of stores was commenced on 10-3-1927 and completed on 4-10-1927. The Auditor inspected my office and the Central Stores Depot in February 1928. The previous inspection was

4. Stores transactions of the Railway. According to figures furnished by the Auditor, the value of stores at debit of Stores Suspense at the commencement of the year was Rs.7,31,719-7-6. The value of stores purchased during the year was Rs.11,03,902-8-2. The total is Rs.18,05,521-15-8. The value of stores issued to all Departments of the Railway was Rs.11,39, 672-5-5 leaving a closing balance of Rs.7,65,849-10-3 made up as under:-

(i)	Stores with Stores Department	Rs. 4,06,844- 0- 0
(ii)	Coal, Coke and timber with the Loco Department.	1,61,704- 5- 3
(iii)	Tickets with the Audit Department.	1,195-14- 0
(iv)	Permanent way materials with the Engineering Department.	1,95,954-12-11
(v)	Stores with the Traffic Department	650- 0- 0
	Total Rs.	7,65,849-10- 3

6. Transactions of the Stores Department.

(i) Receipt of stores. The total number of purchase orders placed on the Indian Market was 1366 against 1203 in the previous year. The value of stores received on these orders was Rs.2,03,153, against 1,02,364, respectively. 34 requisitions were sent against 60 in 1936-37, to the Central Workshops for articles of Shop manufacture on which stores of the approximate vaule of Rs.10,683 and Rs.11,305 respectively were received. On foreign indents, stores of the value of £ 6,355 (or about Rs.75,301) were received in the Central Stores Depot. The corresponding figure for the previous year is £ 7138 or about one lac of rupees. Second hand serviceable stores of the estimated value of Rs.1,328 were returned by Departments and taken on books with value. Out of the stores of the value of Rs.11,353, returned from the Nanjangud Chamrajanagar Railway Construction Division and for which credit was deferred under Agent's orders stores of the value of Rs.1783-4-4 were reissued during the year under report. The balance of these stores on 1-7-38 is Rs.5,033, the remainder having been issued in the preceding year.

(ii) Issue of stores. The value of stores received from all sources was about Rs.2,90,555. With the opening balance of Rs.4,17,562, the total value of stores aggregated to Rs.7,08,117. Deducting the closing balance on 30-6-28, the value of stores issued by this Department will be about Rs.3,01,273.

(iii) Comparison of closing balances. The value of Stores in the custody of this Department is decreasing year by year as will be seen from the following figures:-

1.	Balance on	30- 6-24	Rs. 6,46,950
2.	"	30- 6-25	" 4,45,751
3.	"	30- 6-26	" 4,38,368
4.	"	30- 6-27	" 4,17,582
5.	"	30- 6-28	" 4,06,844

Though in each of the years the quantity of stores handled is more than in the preceding years, the value figures do not reflect it on account of the steady fall in price levels.

6. Disposal of surplus and unserviceable stores. No auction sale was held during the year, but in a sale by tender of valuable scrap a sum of Rs.3,628 was realised

7. Miscellaneous. Standardisation of stores continued to receive attention. Though several stock verifications took place after the formation of the Central Stores Depot for the whole Railway, differences between numerical and priced ledgers continued. A temporary staff for the Audit and this Department was sanctioned by the Agent and the work of reconciling the balances was commenced on 1-5-28 and completed on 3-9-1928.

Chief Store Keeper,
Mysore Railways, Mysore.

Y.B.

Appendix B

History of Railways in Mysore constructed and in progress

1. Lines opened for Traffic.

(a) Company and District Board Railways constructed and worked by the State.

(1) Kolar District Railway (2' 6" Gauge).---

The first section of this Railway from Bowringpet to Kolar (formerly called the Bowringpet-Kolar Railway) was constructed by Government Agency under sanction conveyed in Government of India, Foreign Department letter No. 2161--I. B. dated 15th October 1912. It was financed entirely by the District Board of Kolar from the proceeds of a debenture loan. Later on, it became evident that if the District Board had to obtain the full benefit of its Railway policy, it would be desirable to extend the line to Chikballapur and link it with the Bangalore-Chikballapur Light Railways. Accordingly the construction of the section from Kolar to Chikballapur was undertaken in August 1914, under the sanction of the Secretary of State for India, conveyed in First Assistant to the Hon'ble the Resident's letter No.5420, dated 5th August 1914. The section between Bowringpet and Chikballapur is financed both from the State funds and from the District Board Debenture loans. The whole length of the line from Bowringpet to Chikballapur is now called the "Kolar District Board Railway)"

Section of Railway.	Progress in Opening. Date of opening for traffic		Miles.
	Goods.	Passenger	
Bowringpet to Kolar	15th December 1913	15th December 1913	10.51
Kolar to Chintamani	6th March 1916	6th March 1916	29.79
Chintamani to Chikballapur	8th November 1916	8th November 1916	23.27
		Total	63.57

Details of Construction.

Permanent Way.--- The Permanent Way of the Bowringpet -Kolar Section consists of secondhand 41½ lb. rails, five miles of which are laid on teakwood and the remainder on steel peopod trough sleepers. The wooden sleepers are mostly square and a few are half-round.

The Permanent way of the Kolar-Chikballapur section consists of secondhand and partly of new 41½ lb.rails, purchased from the Tata Iron and Steel Co., Ltd., and is laid on wooden sleepers for about half the distance and the remaining half on steel peopod sleepers. The wooden sleepers are mostly of Mysore teak and few of Jalari and Jambe.

Ballast.- Between Bowringpet and Kolar, the line is ballasted with sand and beyond Kolar up to Chikballapur the line is packed with good gravel.

Fencing.-- The line is unfenced.

Curves.-- The sharpest curve is of 716 feet radius.

Gradient.-- The ruling gradient is 1 in 100.

Agreement.---

matter as at (A) in the ~~(A)~~ Mileage log attached to be Confined

Statistics of Working.

Matter as at (B) in Mileage log

(3) Bangalore-Chikballapur Light Railway (2' 6" Gauge) This Railway is the first in the State started by Private enterprise under a guarantee from the Government of 4 per cent per annum on the capital subscribed by the Company.

The

III. History of Railways in Mysore constructed and in Progress.

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Progress in Opening.

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Ballast.—Between Bowringpet and Kolar, the line is ballasted with sand and beyond Kolar up to Chikballapur, the line is packed with good gravel.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradient.—The ruling gradient is 1 in 100.

Agreement.—Agreement between the Government of His Highness the Maharaja of Mysore and the District Board of Kolar for the management, working and maintenance of the line was concluded on 1st December 1920.

The main conditions of the agreement are :—

1. *Land.*—Provided free of cost by Government.
2. Government to construct the line on behalf of the Company and to work the same on a guarantee of 4 per cent interest on the portion of the capital raised by the Board.
3. *Distribution of profits.*—Excluding the working expenses and the guaranteed interest at 4 per cent on Capital Outlay, of the surplus receipts, if any, half will go to Government as the guarantors of interest on capital and the remaining half shall be shared by the Government and the District Board in the ratio of the capital contributed by each.
4. *Rates and Fares.*—These have to be fixed by the Government within the maxima and minima rates fixed by the Railway Board from time to time.
5. Special obligations as to the conveyance of—
   (a) Mails, Troops, Police, High Government Officials and Government Stores.
   (b) Government bullion and coin and persons in charge thereof.
   (c) Any special service that the Government may require for any of their own departments or for the departments of the Government of India shall be performed under the same conditions, as may for the time being, be in force on State owned and worked Railways.

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to purchase the interest of the District Board in the said Railway at the end of thirty years commencing from the date of opening of the section from Kolar to Chikballapur for public traffic or at subsequent intervals of ten years, subject to twelve months' previous notice being given. The price payable shall be 25 times the average of the fraction of net annual earnings corresponding to the proportion of capital contributed by the Board, during the three years preceding the purchase, subject to a maximum of 120 per cent and minimum of 100 per cent of the District Board share of the capital expenditure

7. Government shall have power to purchase the interest of the District Board in the said Railway at any time after giving twelve months' notice in the following cases:—

(*a*) Should the Government consider it desirable that the gauge of the line should be altered and the District Board be unwilling to alter it.

(*b*) Should it be considered to convert the line into a line of through communication.

(*c*) Should the Government desire to extend the line (without altering the gauge or making the line part of through route) and the District Board be unable or unwilling to supply half the capital for such extension.

In the event of the interest of the District Board in the line being purchased under this clause the price payable shall be 25 times the average of the fraction of the net annual earnings corresponding to the share of capital contributed by the District Board, during the three years preceding the purchase or 116 per cent of the District Board share of the capital expenditure on the line, whichever may be greater.

8. In the event of the interest of Government in the Railway being purchased by the District Board as set forth in the preamble, the price payable shall be 25 times the average of the fraction of the net annual earnings corresponding to the proportion of capital contributed by the Government, during the three years preceding the purchase subject to a maximum of 120 per cent and minimum of 100 per cent of the Government share of the capital expenditure.

9. *Arbitration.*—All matters in difference between the Government and the District Board under this agreement or in relation to any of the matters provided for by this agreement shall be referred to and determined by a Committee of five members, two of whom shall be nominated by the Government, two by the District Board, and the 5th by these four members, and the decision of the said Committee shall, if unanimous, be final and conclusive between the parties. If the decision is not unanimous the order of Government on such matters on which there is a difference of opinion among the members of the committee shall be final and conclusive.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of Net Capital outlay given in column 3	Earnings per mile per week	Proportion of expenses to earnings
		Rs.	Rs.	Rs.		Rs.	
1913-14	10·92	2,95,577	7,598	—253	...	43	103·33
1914-15	10·92	12,12,686	38,629	6,865	...	68	82·22
1915-16	40·71	15,12,094	61,663	24,071	...	58	60·96
1916-17	63·57	18,45,840	1,19,855	4,426	·24	33	96·31
1917-18	63·57	19,08,790	1,57,591	36,052	1·88	48	66·75
1918-19	63·57	19,39,123	1,70,713	—5,443	·94	52	103·19
1919-20	63·57	20,81,600	2,08,501	47,264	2·27	59	77·00
1920-21	63·57	21,42,993	2,00,087	33,364	1·56	66	83·32
1921-22	63·57	21,86,114	2,07,784	23,675	1·08	68	88·60
1922-23	63·57	25,50,027	2,47,623	35,244	1·38	75	86·09
1923-24	63·57	25,24,311	2,53,102	28,202	1·11	87	88·86
1924-25	63·57	24,87,038	2,41,326	58,598	2·36	73	75·72
1925-26	63·57	25,46,201	2,68,728	35,728	1·40	81	85·69
1926-27	63·57	25,68,423	2,67,846	63,150	2·45	82	76·42
1927-28	63·57						

The construction was sanctioned by the Secretary of State for India in his Despatch No. 75-Ry., dated 10th September 1909.

Progress in Opening.

Section of Railway.	Date of opening for traffic. Goods.	Passenger	Miles.
Yelahanka to Devanhalli.	15th September 1914.	6th April 1915	14.70
Devanhalli to Chikballapur	1st August 1915.	1st August 1915	13.75
Yelahanka to Yeswantapur	1st Feby. 1917.	1st Feby. 1917	6.85
Yeswantapur to Bangalore		7th January 1918	3.33
		Total	38.63

Details of Construction.

Permanent Way.--- The Permanent Way between Yelahanka and Chikballapur consists of secondhand 41½ lb. flatfooted rails laid on new steel peopod trough sleepers between stations and wooden sleepers in station yards.

The Permanent Way in the Bangalore-Yeswantapur section consists of secondhand 41½ lb. rails laid on wooden sleepers throughout. Between Yelahanka and Yeswantapur the existing Metre Gauge line is used by means of a third rail.

Ballast.-- Earth ballast is provided

Fencing.-- The line is unfenced throughout.

Curves.-- The sharpest curve is 1,146 feet radius

Grandient.-- The ruling gradient is 1 in 100 throughout.

Agreement.---

Matter as at (C) on printed page 2, attached.

(2) *Bangalore-Chikballapur Light Railway* (2'-6" *gauge*).—This Railway is the first in the State started by private enterprise under a guarantee from the Government of 4 per cent per annum on the capital subscribed by the Company.

The construction was sanctioned by the Secretary of State for India in his Despatch No. 75--Ry., dated 10th September 1909.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Yelahanka to Devanhalli ...	15th September 1914	6th April 1915	14·70
Devanahalli to Chikballapur ...	1st August 1915	1st August 1915	13·75
Yelahanka to Yesavantapur ...	1st February 1917	1st February 1917	6·85
Yesavantapur to Bangalore ...	.....	7th January 1918	3·33
Total ...	...	...	38·63

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent Way between Yelahanka and Chikballapur consists of second hand 41¼ lbs. flat-footed rails laid on new steel peopod trough sleepers between stations and wooden sleepers in station yards.

The Permanent Way in the Bangalore-Yesavantapur Section consists of second hand 41¼ lbs. laid on wooden sleepers throughout. Between Yelahanka and Yesvantapur the existing Metre Gauge line is used by means of a third rail.

Ballast.—Earth ballast is provided.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is 1,146 feet radius.

Gradient.—The ruling gradient is 1 in 100 throughout.

(c) *Agreement.*—Agreement, dated 4th August 1919, between the Government of His Highness the Maharaja of Mysore and the Bangalore-Chikballapur Light Railway Company Limited, as to the management, maintenance and working.

1. *Land.*—Provided by Government free of cost.

2. *Government Aid.*—Government to construct the line on behalf of the Company and to work the same on a guarantee of 4 per cent interest on debentures raised by the Company.

3. *Terms of working and Distribution of Profits.*—Excluding the working expenses and the interest at 4 per cent on capital outlay, of the surplus receipts, if any, half to go to Government as the guarantors of interest on capital furnished by the Company, the remaining half to be shared between the Company and the Government in the ratio of the capital contributed by them.

4. *Rates and Fares.*—These have to be fixed by Government within the maxima and minima rates fixed by the Railway Board from time to time.

5. *Special obligations as to the conveyance of:*—

(*a*) Mails, Troops, Police, High Government Officials and Government Stores.

(*b*) Government bullion and coin and the persons in charge thereof.

(*c*) Any special service that the Government may require for any of their own Departments or for the Departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked Railways.

6. *Powers of Government to determine Agreement.*—The Agreement should be in force for a period of thirty years from the date of opening of the line for public traffic *viz.*, 1st August 1915, and the Government have powers to purchase the interest of the Company at the end of thirty years or at subsequent intervals of ten years, subject to twelve months' previous notice in writing being given to the Company. Price payable shall be 25 times the average of the fraction of net annual earnings (excluding payment on account of guarantee) corresponding to the proportion of Capital contributed by the Company during the three years preceding the purchase subject to a maximum of 120 per cent and a minimum of 100 per cent of the Company's share of capital expenditure.

7. *Arbitration.*—In the event of any difference of opinion arising upon the terms of Agreement between the Government and the Company, the matter shall be referred to a Committee comprised of (1) the Secretary to the Government of Mysore for Railways (2) the Comptroller (3) the Government Advocate (4) the Chairman of the Company and (5) two of the Directors of the Company, and their finding submitted to Government. The decision of Government on the finding shall be final.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3.	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.			
1914–15 ...	14·72	7,65,420	5,828	1,771	..	25	70 00
1915–16 ...	28·95	8,68,646	68,134	28,577	3·29	49	58·06
1916–17 ..	34·99	10,86,010	74,222	64,728	·59	38	87·21
1917–18 ..	38·63	11,47,671	1,22,425	54,438	4·83	60	55·33
1918–19 ...	38·63	11,53,647	1,42,419	–4,561	–0·97	70	103·19
1919–20 ...	38·63	12,44,858	1,48,417	57,355	4·61	75	61·36
1920–21 ...	38·63	12,75,030	1,59,037	26,078	2·05	79	83·60
1921–22 ..	38·63	12,88,156	1,87,366	23,585	1·83	93	87·41
1922–23 ..	38·63	14,71,250	1,56,627	21,780	1·48	78	86·09
1923–24 ...	38·63	14,17,333	1,84,227	20,000	1·37	92	89·12
1924–25 ...	38·63	14,84,879	1,84,762	44,706	3·02	92	75·80
1925–26 ...	38·63	15,14,488	1,90,238	22,759	1·50	94	88·04
1926–27 ...	38·63	15,12,245	1,89,067	44,041	2·91	95	76·71
1927–28	38·63						

(3) Nanjangud-Chamrajnagar Railway. (Metre Gauge).

The line has been constructed by the Mysore Railways Construction Department from funds provided by the Mysore District Board. It is intended to be the first portion within Mysore territory to join up with the South Indian Railway in the neighbourhood of Satyamangalam, the present terminus Chamrajnagar being the Headquarters of a Taluk.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Nanjangud-Chamrajnagar ..	27th August 1926 ..	27th August 1926 ..	22·29

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent Way consists of selected second-hand 41¼ lbs. steel flat-footed rails, 23 feet 9½ inches long, with a small percentage of 30 feet rails. The rails are laid on half-round Mysore teak sleepers.

Ballast.—The whole line is ballasted with stone ballast.

(5) Nanjangud-Chamarajanagar Railway (Metre Gauge).-

The line has been constructed by the Mysore Railways Construction Department from funds provided by the Mysore District Board. It is intended to be the first portion within Mysore territory to join up with the South Indian Railway in the neighbourhood of Satyamangalam, the present terminus being the Headquarters of a Taluk.

Progress in Opening.

Section of Railway.	Date of opening for traffic		Miles.
	Goods.	Passenger.	
Nanjangud-Chamarajanagar	27th August 1926.	27th August 1926.	22.29

Details of Construction.

Permanent Way.- - The Permanent Way consists of selected secondhand 41½ lb. steel flat-footed rails, 25 feet 9½ inches long with a small percentage of 30 ft. rails. The rails are laid on half-round Mysore teak sleepers.

Ballast.-, The whole line is ballasted with stone ballast.

Fencing.-- The line is not fenced.

Curves.-- The sharpest curve is 955 feet radius.

Gradient. The ruling gradient is 1 in 100 ~~throughout~~. uncompensated.

Agreement.--

(b) State lines constructed and worked by the State.

Statistics of Working. (Metre Gauge)

(E) Matter as at (E) on page 23 above

1. Bangalore-Mysore-Nanjangud section (Metre Gauge).- This section which was being worked and maintained by the Madras and Southern Mahratta Railway Company on behalf of the Durbar was taken back by the Government in October 1919.

Progress in Opening.

Section of Railway.	Date of opening for passenger traffic.	Miles.
Bangalore to Channapatna	1st February 1881	34.75
Channapatna to Mandya	20th March 1881	23.31
Mandya to Mysore	25th February 1882	27.97
Mysore to Nanjangud	1st December 1891	15.04
Nanjangud to Nanjangud Town	12th July 1899	0.76
	Total	101.83

Details of Construction.

Permanent Way.-- The Permanent way consists of 60 lb. flat-footed steel rails of B. S. Section to a length of 86 miles, from Bangalore to Mysore, the Nanjangud section being laid with 41½ lb. steel rails. The rails are laid on Woodensleepers, partly teak and partly select junglewood

Ballast.-- The line is ballasted throughout with stone and sand

Fencing.-- The line is provided with aloe fencing here and there for about 86 miles, the rest being unfenced.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is 955 feet radius.

Gradient.—The ruling gradient is 1 in 100 uncompensated.

Agreement.—The agreement is under consideration.

(*b*) State lines constructed and worked by the State. Statistics of Working (Metre Gauge).

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1923-24 ..	263·63	2,33,67,597	26,65,381	-1,89,507	—0·81	194	107·10
1924-25 ...	263·63	2,49,36,074	29,66,488	3,22,316	1·29	216	80·91
1925-26 ...	263·63	2,48,43,292	29,45,514	6,62,049	2·67	215	77·52
1926-27 ...	263·63	2,48,80,372	29,75,144	6,72,966	2·70	218	77·38

1. *Bangalore-Mysore-Nanjangud Section* (*Metre Gauge*).—This section which was being worked and maintained by the Madras and Southern Mahratta Railway Company on behalf of the Durbar was taken back by the Government in October 1919.

PROGRESS IN OPENING.

Section of Railway	Date of opening for passenger traffic	Miles
Bangalore to Channapatna	1st February 1881 ...	34·75
Channapatna to Mandya	20th March 1881 ...	23·31
Mandya to Mysore	25th February 1882 ..	27·97
Mysore to Nanjangud	1st December 1891 ...	15·04
Nanjangud to Nanjangud Town	12th July 1899 ...	0·76
Total ..		101·83

DETAILS OF CONSTRUCTION.

Permanent Way.—The permanent way consists of 60 lbs. flat-footed steel rails of B. S. Section to a length of 86 miles, from Bangalore to Mysore, the Nanjangud Section being laid with 41¼ lbs. steel rails. The rails are laid on wooden sleepers, partly teak and partly select junglewood.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is provided with aloe fencing here and there for about 86 miles, the rest being unfenced.

Curves.—The sharpest curve is of 600 feet radius.

Gradient.—The ruling gradient is 1 in 70 on the Bangalore-Mysore section and 1 in 89 on the Mysore-Nanjangud Section.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
BANGALORE-MYSORE SECTION.		Rs.	Rs.	Rs.		Rs.	
1920–21	86·03	54,96,077	14,57,893	2,45,412	4·47	326	83·16
1921–22	86·03	55,47,608	15,05,488	1,87,241	3·20	337	87·56
1922–23	86·03	67,19,170	15,32,419	2,43,080	3·61	343	84·14
MYSORE-NANJANGUD SECTION.							
1920–21	15·80	6,60,902	1,09,895	19,875	3·01	134	81·91
1921–22	15·80	6,60,992	1,02,210	12,327	1·86	131	87·93
1922–23	15·80	6,60,993	1,16,966	16,724	2·53	142	85·70

2. *Birur-Shimoga Section (Metre Gauge).*—The working and maintenance of this Branch line was resumed in October 1919, from the Madras and Southern Mahratta Railway Company, along with the Bangalore-Mysore-Nanjangud Section.

PROGRESS IN OPENING.

Section of Railway	Date of opening for passenger traffic	Miles
Birur to Shimoga	1st December 1899 ...	37·92
The distance from the outer signal of Birur Station to Shimoga is only 37·50 miles.		

DETAILS OF CONSTRUCTION.

Permanent Way.—The line is laid with 41¼ lbs. flat-footed steel rails on Mysore teak and junglewood sleepers. The Bhadra bridge is laid with 50 lbs. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.— The ruling gradient is 1 in 89.

Curves.-- The sharpest curve is of 600 feet radius.

Gradient.-- The ruling gradient is 1 in 70 on the Bangalore-Mysore Section and 1 in 89 on the Mysore-Nanjangud Section.

Statistics of Working.

Matter as at 7 on printed page 24 attached.

8. Birur-Shimoga Section (Metre Gauge).- The Working and maintenance of this Branch line was resumed in October 1910, from the Madras and Southern Mahratta Railway Company, along with the Bangalore-Mysore-Nanjangud Section

Progress in Opening.

Section of Railway.	Date of ~~xxx~~ opening for passenger traffic.	Miles.
Birur to Shimoga	1st December 1899	37.92

The distance from the outer signal of Birur Station ~~xx~~ to Shimoga is only 37.50 miles.

Details of Construction.

Permanent Way.- The line is laid with 41½ lb. flat-footed steel rails on Mysore teak and junglewood sleepers. The Bhadra Bridge is laid with 50 lb. flat-footed steel rails.

Ballast. The line is ballasted with stone and sand

Fencing.-- The line is unfenced ~~xxxxxxxx~~ except for a very short length.

Curves. The sharpest curve is of 1500 feet radius

Gradients. The ruling gradient is 1 in 89.

Statistics of Working.---

Matter at H.A. printed page 25

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs,	
1920–21	37·92	24,46,427	3,12,497	42,892	1·71	158	86·29
1921–22	37·92	24,61,046	3,27,647	40,862	1·66	166	87·52
1922–23	37·92	25,19,379	4,83,155	69,153	2·74	245	85·60

3. *Mysore-Arsikere Railway (Metre Gauge)*—This is the most important Railway constructed by Government. It is owned and financed by Government and is worked by the State. Its construction was sanctioned by Government of India in the Foreign Department in their letter No. 347—I. B. dated the 29th October 1913, but actual work was started some months later as certain ghat sections had to be entirely re-aligned. The line crosses three large rivers, *viz.*, the Lakshmanathirtha, the Cauvery and the Hemavathi.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		Miles
	Goods	Passengar	
Mysore to Arsikere	1st September 1917	3rd January 1918 ...	102·95

DETAILS OF CONSTRUCTION.

Permanent Way.—The permanent way consists of steel flat-footed rails B. S. Section weighing 50 lbs. per yard, 36 feet in length with a small percentage of 33 and 30 feet lengths laid on sleepers mostly of Mysore teak.

Ballast.—The ballast consists of either broken stone, good gravel or coarse sand. Approaches to bridges are stone-ballasted. Most of the cuttings are ballasted with broken stone and the banks with good gravel in a coating of sand, gravel or moorum.

Fencing.—The line is not fenced except at a few necessary places.

Curves.—The two sharpest curves are of 573 feet radius and with the exception of these and two other curves of 955 and 716 feet radius, the rest are of radii 1,146 feet or more.

Gradient.—The sharpest gradient is 1 in 95 compensated in one place and 1 in 100 is the ruling gradient of the remaining portion.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1917–18	102·95	85,68,462	1,66,205	52,075	·60	60	68·69
1918–19	102·95	91,90,088	3,99,676	34,135	·37	75	97·48
1919–20	102·95	1,03,68,328	3,89,618	90,142	·87	95	74·30
1920–21	102·95	1,13,07,559	4,95,406	79,929	·71	93	83·86
1921–22	102·95	1,25,31,598	5,84,642	65,578	·52	109	88·78
1922–23	102·95	1,24,05,640	5,63,688	82,237	·66	105	85·41

4. *Chikjajur-Chitaldrug Railway.*—Length 20·90 miles (Metre Gauge)—The line has been constructed by the Government from funds provided by the Mysore Government and the District Board of Chitaldrug. As only a very small portion of the capital was contributed by the District Board, this Railway has been ordered to be treated as a Government and not a District Board line (G. O. No. R. S. 498-503—Ry. F. 88 G. 21-22, dated 12th August 1921). It connects Chikjajur, a station on the Bangalore-Harihar Main line worked by the Madras and Southern Mahratta Railway Company, with Chitaldrug, the Headquarters of the District of the same name.

The line is worked by the State. Its construction was sanctioned by the Government of India in the Foreign and Political Department in their letter No. 128—I. B. dated 28th January 1914. But actual construction work was started in October 1917, as per Government Order No. R. S. 778-782—Ry. F. 88 G. 17-18, dated 5th September 1917.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		Miles
	Goods	Passenger	
Chikjajur to Chitaldrug ...	5th January 1921 ...	6th May 1921 ...	20·90

DETAILS OF CONSTRUCTION.

Permanent Way.—The permanent way consists of second-hand and new flat-footed steel rails of 41¼ lbs. section laid mostly on Mysore teak sleepers with a small percentage of selected junglewood.

Ballast.—Broken stone ballast is used in cuttings and approaches of bridges and good gravel or sand on banks.

Fencing.—The line is unfenced. At places where it runs close to villages and at level crossings, wire fencing is being put up.

Curves and Gradients.—The sharpest curve is 1,140 feet radius. The length of line on curves is 5·13 miles and forms 245 per cent of the total length of the line. The ruling gradient is 1 in 100 and the total length on the ruling grade is 7·6 miles or 36·67 per cent of

This is the most important Railway constructed by Government. It is owned and financed by Government and is worked by the State. Its construction was sanctioned by Government of India in the Foreign Department in their letter No. 547-- I.B. dated the 29th October 1913, but actual work was started some months later as certain ghat sections had to be entirely re-aligned. The line crosses three large rivers, viz., the Lakshmanathirtha, the Cauvery and the Honavathi.

Progress in Opening.

Section of Railway.	Date of opening for traffic.		
	Goods.	Passenger.	Miles.
Mysore to Arsikere	1st September 1917.	3rd January 1918.	103.95

Details of Construction.

Permanent Way.-- The permanent way consists of steel flat-footed rails B.S. section weighing 50 lbs per yard, 36 feet in length with a small percentage of 33 and 30 feet lengths laid on sleepers mostly of Mysore teak.

Ballast. The ballast consists of either broken stone, good gravel or coarse sand. Approaches to bridges are stone-ballasted. Most of the cuttings are ballasted with broken stone and the banks with good gravel in a coating of sand gravel or moorum.

Fencing. The line is not fenced except at a few necessary places.

Curves.- The two sharpest curves are of 573 feet radius and with the exception of these and two other curves of 955 and 716 feet radius, the rest are of radii 1146 feet or more.

Gradient.- The sharpest gradient is 1 in 95 compensated in one place and ~~in~~ 1 in 100 is the ruling Gradient of the remaining portion.

Statistics of Working.

(2) / make as al 9 on page 14

4. Chikjajur-Chitaldroog Railway.- Length 20.90 miles (Metre Gauge).- The line has been constructed by the Government from funds provided by the Mysore Government and the District Board of Chitaldroog. As only a very small portion of the capital was contributed by the District Board, this Railway has been ordered to be treated as a Government and not a District Board line (G.O. No.R.S. 498-503--Ry.F.88 G 21-22, dated 12th August 1921). It connects Chikjajur, a station on the Bangalore-Haribar main line worked by the Madras and Southern Mahratta Railway Company, with Chitaldroog, the Headquarters of the District of the same name.

The line is worked by the State. Its construction was sanctioned by the Government of India in the Foreign and Political Department in their letter No. 128-I.B.dated 28th January 1914. But actual constructon work was started in October 1917, as per Government Order No. R.S. 778-782--Ry. F. 88 G 17-18 dated 5th September 1917.

Progress in Opening.

Section of Railway.	Date of opening for traffic.		
	Goods.	Passenger.	Miles.
Chikjajur-Chitaldroog.	5th January 1921.	6th May 1921.	20.90

Details of Construction.

Permanent Way.--- The permanent way consists of secondhand and new flat-footed steel rails of 41½ lb. section laid mostly on Mysore teak sleepers with a small percentage of selected junglewood.

Ballast.--- Broken stone ballast is used in cuttings and approaches of bridges and good gravel or sand on banks.

Fencing.--- The line is unfenced. At places where it runs close to villages and at level crossings wire fencing is being put up.

Curves and Gradients.--- The sharpest curve is 1140 feet radius. The length of line on curves is 5.13 mile and forms 3.45 per cent of the total length of the line. The ruling gradient is 1 in 100 and the total length of the ruling grade is 7.6 miles or 36.67 per cent of the whole length of the line. Government guarantee 5 per cent interest on the capital provided by the District Board with a proportionate share of profits when net earnings of the line exceed 5 per cent on the total capital invested.

Statistics of Working. (2' 0" Gauge).

(g) Malta [illegible] printed Page 27

Tarikere-Narasimharajapura Tramway 2 ft. 0 in. Gauge.--- The original object of undertaking this project was to have a cheap tramway to carry forest products, but it has subsequently developed into a scheme for a tramway to carry all classes of traffic including passengers. Its construction under the Mysore Tramways Regulation No II of 1906, was sanctioned by the Government of India in their Foreign Department letter No. 3325-I.B. dated 25th September 1913. This is a State line financed and worked by the State.

Section of Tramway.	Date of opening for traffic. Goods.	Passenger.	Miles.
Tarikere to Lakkavalli	15th January 1915.	22nd May 1915.	11.88
Lakkavalli to Narasimharajapura	15th May 1917	15th May 1917	14.72
		Total	26.60

Details of Construction.

Permanent Way.-- The permanent way consists of 24 lb. rails originally laid on steel sleepers. Steel sleepers have all been replaced recently by wooden ones for the whole line.

Ballast.-- The line which was not originally ballasted is now ballasted throughout with local earth and gravel.

Fencing.-- The line is unfenced.

Curves. The sharpest curve has a radius of 119.4 ft.

Gradient.- The ruling Gradient is 1 in 50

Statistics of Working.

Malta at Ka on page 27.7
Printed No. 9 attached.

6. Tadasa-Hebbe Tramway.-- Length 9.6 miles (2 ft. 0 in. Gauge).- This is a branch of the Tarikere Narasimharajapura Tramway taking off from Tadasa station on that Tramway. This branch ~~kxxx~~ forms the first section of the Forest Tramway of the Jagar valley and is constructed to develop the resources of the Malnad Forest and to open up the country. It is financed entirely by the State. Its construction was sanctioned

the whole length of the line. Government guarantee 5 per cent interest on the capital provided by the District Board with a proportionate share of profits when net earnings of the line exceed five per cent on the total capital invested.

STATISTICS OF WORKING. (2'—0" GAUGE).

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1923–24	36·20	10,11,725	36,660	743	·07	19	97·97
1924–25	36·20	10,87,064	54,373	5,424	·50	28	90·04
1925–26	36·20	11,07,846	61,574	13,160	1·19	32	78·62
1926–27	36·20	11,21,636	52,569	1,943	·17	28	96·30

Tarikere-Narasimharajapura Tramway 2 ft. 0 in. Gauge.—The original object of undertaking this project was to have a cheap tramway to carry forest products, but it has subsequently developed into a scheme for a tramway to carry all classes of traffic including passengers. Its construction under the Mysore Tramways Regulation No. 11 of 1906, was sanctioned by the Government of India in their Foreign Department letter No. 3325—I.B., dated 25th September 1913. This is a State line financed and worked by the State.

PROGRESS IN OPENING.

Section of Tramway	Date of opening for traffic		Miles
	Goods	Passenger	
Tarikere to Lakvalli	15th January 1915 ...	22nd May 1915 ...	11·88
Lakvalli to Narasimharajapura ...	15th May 1917 ...	15th May 1917 ...	14·72
Total ...	.....	.....	26·60

Details of Construction.

Permanent Way.—The permanent way consists of 24 lbs. rails originally laid on steel sleepers. Steel sleepers have all been replaced recently by wooden ones for the whole line.

Ballast.—The line which was not originally ballasted is now ballasted throughout with local earth and gravel.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 119·4 feet.

Gradient.—The ruling gradient is 1 in 50.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1914–15	...	2,62,947	1,034	320	...	15	69·05
1915–16	...	2,98,767	7,714	—5,019	...	12	176·03
1916–17	...	4,73,202	925	3,687	...	...	...
1917–18	26·60	5,52,859	22,070	—20,635	—3·58	17	189·63
1918–19	26·60	6,45,792	29,720	—3,041	0·17	21	110·23
1919–20	26·60	6,42,348	25,839	7,008	1·09	19	72·88
1920–21	26·60	6,59,981	38,488	5,357	0·81	28	86·08
1921–22	26·60	7,02,611	41,220	26,311	3·74	30	88·79
1922–23	26·60	7,15,414	45,434	5,820	0·81	32·7	87·19

6. *Tadasa-Hebbe Tramway.*—Length 9·6 miles (2 ft. 0 in. Gauge.) This is a branch of the Tarikere-Narasimharajapura Tramway taking off from Tadasa Station on that Tramway. This branch forms the first section of the Forest Tramway of the Jagar valley and is constructed to develop the resources of the Malnad Forest and to open up the country. It is financed entirely by the State. Its construction was sanctioned by the Government of India in the Foreign and Political Department letter No. 1884—I.B., dated 27th August 1917, and the construction was started in November 1917, and it was opened for forest traffic on 5th February 1921.

Details of Construction.

Permanent Way.—The permanent way consists partly of second-hand flat-footed rails of 24 lbs. and 41¼ lbs. sections and partly of 30 lbs. section new rails.

Ballast.—The line is ballasted by gravel and local earth.

Fencing.—The line is unfenced as it runs mainly through Forest areas.

Curves.—The sharpest curve is of 570 feet radius. Length of curves forms 30·39 per cent of the total length of line.

Gradient.—The ruling gradient is 1 per cent. The total length on the ruling grade is 0·78 miles and forms 8·27 per cent of the total mileage.

The section is being worked by the State along with the other Tramway.

II. Lines under Construction.

The only line under construction is the Shimoga-Arasalu Railway, from Shimoga to Ragihosahalli, a distance of 28·96 miles. After the preliminary formalities of calling for tenders for bridge works and fixing contractors for earthwork etc., work was started in March 1927.

(c) Lines Constructed by Companies and worked by them.

Shimoga-Kumsi Tramway (2 ft. 0 in. Gauge.)—This is the first Tramway constructed in the State under the Mysore Tramways Regulation II of 1906 from Shimoga, the terminus of the Birur-Shimoga Branch to Kumsi and from Sheregere, an intermediates Station of the Tramway to Shankargudda, in all about 35 miles in length, to serve the Manganese Mines near Kumsi and Shankaragudda. Sanction of construction and working of the line

Department letter No. 1884-I.B., dated 27th August 1917, and the construction was started in November 1917, and it was opened for forest traffic on 5th February 1921.

Details of Construction.

Permanent Way.-- The permanent way consists partly of second-hand flat-footed rails of 24 lb. and 41¼ lb. sections and partly of 30 lb. section new rails.

Ballast.-- The line is ballasted by gravel and local earth

Fencing.-- The line is unfenced as it runs mainly through forest areas.

Curves. The sharpest curve is of 570 feet radius. Length of curves forms 30.39 per cent of the total length of line.

Gradient.-- The ruling gradient is 1 per cent. The total length on the ruling grade is 0.78 miles and forms 8.27 per cent of the total mileage.

The section is being worked by the State along with the other Tramway.

The construction of the line from Shimoga to Ragihosahalli which was started in March 1927, was in full swing during the year.

A brief review of the progress on the various items of work is given below :-

1) Land compensation was awarded for all the lands acquired at Shimoga and up to Kotegangur.

2) Formation.- The major portion of this item was completed.

3) Bridges.- The Tunga bridge masonry work as well as girder erection were finished by April 1928 as also revetment for one of the banks. The other bridges were all in various stages of completion. All girders and bridge timbers required were received in full.

4) Ballast and Permanent Way.-

Rails, fastenings, points and crossings indented for the work have all arrived. As regards sleepers from the Forest Department about 35,000 were supplied during the year. A temporary line was laid in the existing Shimoga station and was completed over the Tunga bridge and for about half a mile beyond.

5) Stations and Buildings.-

The question of shifting the main station from Shimoga to Shimoga Town on the other side of the Tunga River was settled in October 1927 and the station buildings, goods shed and a number of quarters were completed. The station buildings and staff quarters at other stations too made good progress.

6) Rolling Stock. ... against a grant of Rs 1,15,000 for this item, a sum of about Rs 95,000 has been spent on the purchase leaving a lapse of about Rs 20,000 on account of non-receipt of stock ordered.

General.

The total outlay during the year was Rs 9,70,800 against a Grant of Rs 10,00,000. The lapse is mainly under Rolling stock and a small amount under Engineering works. Savings has also been effected under "General Charges" owing to economical working.

Make a note (1) (a) (d) x x
Mailed Copies 28-3-35
attached

Engineer-in-Chief,
Mysore Railways.

25/3/35

KS

from Shimoga to Kumsi by the agency of the Mysore Manganese Co., Ltd., who afterwards transferred the undertaking to the Workington Steel & Iron Co., Ltd., was given in Government Order No. Ry. 542, dated 12th April 1907. Sanction for the extension of these Tramways from Sheregere to Shankaragudda was given in Government Order No. 1845—Ry. F. 52-14-15, dated 26th February 1915. The construction of these tramways was ratified by the Government of India, *vide* Residency letters No. 1649 and No. 3110 of 17th March 1908 and 5th May 1914, respectively.

The following are the conditions under which the construction was sanctioned :—

(1) *Fencing.*—Wire fencing to be provided wherever the lines run alongside or on the Municipal road.

(2) *Use of Provincial Road.*—The Company is allowed to use the portions of provincial road five and a half feet only in width subject to approval of the local authority for the construction of the tramway but not for any buildings.

(3) *Road Crossings.*—The company to construct gates at all places where the tramway crosses the Municipal roads.

(4) *Land.*—The company to pay for all lands required other than the portion of the provincial road which they are authorised to use.

(5) *Gauge of the Tramway and Maximum dimensions of Rolling Stock.*—The gauge to be of two feet. No carriage-track or wagon to project outward beyond the inner edge of the rail more than two feet on each side.

(6) *Type of Rolling Stock.*—To be of a pattern approved by Government.

(7) *Transfer by sale of Tramway or of undertaking.*—The company is not to transfer the undertaking or part thereof by sale, mortgage, lease, exchange or otherwise except with the previous sanction of Government.

(8) *Tolls and Taxes.*— The company to pay toll duty of one anna per ton on the manganese or other ore carried by the Tramway and afford facilities for the Municipality to collect octroi or other Municipal taxes. Also to pay to Government a tax of two annas per ton of ore for the first 10,000 tons in a year and for every ton above that quantity within the said year at one anna.

Penalty for Non-adherence of conditions.—The Company to be liable to a penalty which may exceed Rs. 200 for each offence and in the case of a continuing offence to a further penalty of Rs. 50 for each day after the first during which the offence continues.

STATISTICS OF WORKING.

—	Miles open at the end of each year	Total capital outlay	Manganese Ore		Timber and Fuel	
			Total quantity carried by the Tramway	Total taxes paid by the Company	Quantity carried by the Tramway	Freight charges paid to them
Half-year ended 30th June		Rs.	Tons.	Rs.	Cft.	Rs.
1918 ...	35	12,43,000	12,200	764	17,641	1,833
Do 1919 ...	do	do	20,934	1,941	52,040	6,138
Do 1920 ...	do	do	22,852	2,053	46,860	4,789
Do 1921 ...	do	do	14,752	1,011	23,154	6,873
Do 1922 ...	do	do	10,883	811	17,010	1,811
Do 1923 ...	do	do	20,872	1,930	45,221	5,505
Do 1924 ...	do	do	34,438	2,740	94,130	11,828
Do 1925 ...	do	do	30,404	2,525	1,16,063	15,027
Do 1926 ..	do	do	27,423	1,718	90,925	11,009
Do 1927 ...	do	do	19,178	1,199	90,161	11,141
Do 1928	do	do	24413	1526	69357	8,523

K. SRINIVASAIENGAR,
Engineer-in-Chief, Mysore Railways

APPENDIX C.

Abstract of principal commodities carried during the year 1926-27.

Serial No.	Description of Goods	1926-26								1926-27							
		Metre Gauge		Narrow Gauge		Tramways		Total		Metre Gauge		Narrow Gauge		Tramways		Total	
		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs,	Tons	Rs.	Tons	Rs.	Tons	Rs.
1	Cotton Raw	2,753	16,963	8	46	...	1	2,761	17,010	3,029	21,574	4	29	...	..	3,033	21,603
2	Fruits and Vegetables ...	4,821	24,444	9,786	43,186	...	1	14,107	67,631	4,354	23,465	8,869	38,020	1	6	13,224	61,491
3	Fuel	16,184	25,326	2,335	3,164	...	...	18,519	28,490	5,086	10,376	3,067	4,453	...	...	8,153	14,829
4	Grain and pulse others ...	61,630	3,35,104	7,436	24,904	166	685	69,282	3,60 693	74,925	3,89,809	5,031	17,999	112	509	80,068	4,08,317
5	Kunker	6,047	16,490	...	...	...	...	6,047	16,490	7,909	20,894	14	51	...	...	7,923	20,945
6	Metallic ores	47,411	65 216	...	...	...	...	47,411	65,216	34,801	48,954	...	...	...	...	34,801	48,954
7	Salt	13,684	43,682	1,436	4,449	10	55	15,130	48,186	10,739	37,586	1,138	3,661	8	33	11,885	41,285
8	Sugar and Jaggery	2,929	14,664	2,252	9,527	13	62	5,194	24,253	3,009	16,339	3,031	10,654	12	85	6,052	27,078
9	Timber	22,563	1,00,568	1,099	3,842	5,634	31,094	29,296	1,35,504	22,519	1,03,714	835	3,764	5,261	28,054	28,615	1,35,532
10	Other Commodities ...	73,330	4,01,770	10,277	41,947	673	9,330	84,280	4,53,047	82,335	4,53,789	14,256	56,249	751	5,088	97,345	5,15,126
11	Coal for the public ...	2,433	9,601	...	...	...	...	2,433	9,601	1,925	6,085	18	59	...	...	1,943	6,142
12	Military Stores	244	1,131	...	...	...	...	244	1,131	202	1,449	...	...	...	...	202	1,449
13	Coal for Loco	16,183	12,371	1,445	356	81	24	17,709	12,751	14,665	13,619	1,432	306	8	3	16,105	13,928
14	Railway materials	18,241	17,549	870	1,039	839	705	19,950	19 293	7 209	4,467	...	..	421	289	7,630	4,756
15	Revenue Stores	4,465	5,330	341	336	304	72	5,110	5,738	3,937	4,092	345	226	122	27	4,404	4,345
16	Live Stock	...	10,492	...	281	...	...	...	10,773	...	7,600	...	201	...	...	...	7,801
17	Demurrage and miscellaneous.	...	14,048	...	791	...	28	...	14,867	...	13,504	...	1,065	...	78	...	14,647
18	Wood and patent fuel for Loco.	229	111	4	4	...	...	233	115	277	172	...	...	30	10	307	182
19	Revenue Stores for foreign Railways.	3,382	3,365	...	...	28	41	3,410	3,406	4,565	4,241	..	...	...	...	4,565	4,241
20	Coal for construction ...	402	106	...	...	...	...	402	106	...	...	...	...	...	...	...	...
	Total ...	2,96,481	11,18,331	37,289	1,33,872	7,748	42,098	3,41,518	12,94,301	2,81,4 6	11,81,729	38,040	1,36,725	6,729	34,187	3,26,255	13,52,651

Subject:— Administration Report on the working of the Railway Department during the year 1927-28.

I submit herewith the Administration Report on the working of the Railway Department during the year 1927-28 together with the draft of a Government Order reviewing the same.

The draft review has been agreed to by the Dewan and the Members of Council and may graciously be approved.

Bangalore,
22nd January 1928.

MEMBER OF COUNCIL.

Submitted to His Highness.

I submit herewith a Final Note by the Third Member of Council on the subject of the Administration Report on the working of the Railway Department during the year 1927-28, for His Highness' gracious approval.

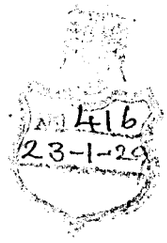
Mirza M. Ismail

Dewan.

Bangalore,
23rd January 1929.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.



Administration report on the working of the Railway Department during the year 1927-28 and draft Government review thereon.

Order.

SUBJECT Review of the report of the administration of the Railway department for the year 1927-28

Diary No. of letter replied to

Section Gen

File No. 78-28

Serial No. 4

General and Revenue Secretariat

( )

Proceedings of the Government of His Highness the Maharaja of Mysore

the 192

Date of issue 2.2.29.

Signed by M. D.C.S

Read:—

Report of the administration of the Railway department for the year 1927-28 received with letter No. 1171 dated the 3rd December 1928 from the Agent and Secretary to Government for Railways.

May this be

i Printed ?

ii treated as a standing order ?

iii published in the Gazette, English Part ?

iv translated ?

v placed at the disposal of the press ?

vi published in the Gazette, Kannada Part ?

Order Thereon No. G.G. 380-430

Recorded.

2. Administrative changes.—

Khan Bahadur A. A. Khan remained in charge of the department as Agent and Secretary to Government for Railways in addition to his duties as Traffic Manager throughout the year except for a month in January when he was on leave and Mr. K. Srinivasa

Agent and Secretary in addition to his own duties. There was no change in the personnel of the Heads of Departments except that Mr. E. J. Kelly, Loco and Carriage Superintendent, went on four months' leave with effect from the 4th March 1928 prior to retirement and Mr. H. S. Sers, previously Works Manager, Madras and Southern Mahratta Railway, Perambur, was appointed in his place.

3. Lines under construction.— The construction of the Shimoga - Arasalu Railway which was begun in March 1927 made good progress during the year. The Tunga bridge was completed and the new Shimoga station will be shortly ready for opening. The whole line up to Ragi Uyahalli is likely to be opened for traffic in a few months. The extension of this Railway as far as Arasalu has been sanctioned and it is proposed to extend the line further as far as Anantapur and Sagar if possible for the improvement of the Malnad in particular. The expenditure incurred on the construction of this railway was Rs. 9,70,800 during the year and Rs. 14,18,239 from the commencement.

List of enclosures.

Copied by

Examined by

4. Open lines worked by the Madras and Southern Mahratta Railway Company.— The length of the State lines worked by the

WD 1666—GPB—1,000,00—21-12-21

Company remained the same as before, namely, 271·48 miles. The gross earnings amounted to Rs. 52·59 lakhs as against Rs. 50·60 lakhs during the previous year; and the working expenses amounted to Rs. 30·40 lakhs as against Rs. 28·43 lakhs in the previous year. After payment of the surplus profits to the company and the guaranteed interest on the sterling loan, the net income to the State amounted to Rs. 14·79 lakhs yielding a return of 7·44 per cent as against 7·37 per cent in the previous year.

5. Open lines worked by the State.—

The length of the open lines worked by the State Rs Dept remained the same as in the previous year, namely, 424·29 miles. The gross earnings of these lines amounted to Rs. 38·04 lakhs as against Rs. 35·60 lakhs in the previous year. There was thus an increase of Rs. 2·44 lakhs of which Rs. 1·24 lakhs was under coaching due to large movement of passengers during the celebrations in connection with the Silver Jubilee of His Highness the Maharaja, the All-India Exhibition at Mysore and general improvement in traffic; and Rs. 0·93 lakhs under goods and Rs. 0·27 lakhs under miscellaneous.

The increase of passengers was noticeable ~~chiefly~~ on metre gauge and narrow gauge and under all classes. There was however a fall of passenger traffic on tramways due to competition from road motor services. ~~Government have ordered~~

running parallel to railways; but even this has not prevented the diversion of short distance traffic in suburban areas. The question of co-ordinating these motor bus services with the railways in the best manner possible ~~suited to the conditions in Mysore~~ was under consideration.

The ordinary working expenses amounted to Rs. 22·64 lakhs as against Rs. 23·56 lakhs in the previous year. The percentage of working expenses to the gross earnings was 59·50 as against 66·16 and this was the lowest on record ~~compared with the previous six years~~. during the past 6 years

After setting apart a sum of Rs. 4 lakhs ~~debited~~ towards the Depreciation Fund, the net cash receipts from the lines worked by the State amounted to Rs. 9,89,000 or 3·16 per cent on the capital outlay as against Rs. 6,22,334 or 1·99 per cent in the previous year.

The capital outlay during the year was Rs. 17·42 lakhs of which Rs. 2·65 lakhs was on lines worked by the Madras and Southern Mahratta Railway and Rs. 14·77 lakhs was on lines worked by the State. This brings the total investment on Railways to 530·72 lakhs. The total revenue from the Railways worked by the Company as well as the State amounted to Rs. 88·19 lakhs as against Rs. 76·42 lakhs in the year 1922-23 showing a large surplus

railways amounted to Rs. 22·62 lakhs or a return of 4·38 per cent on the total investment.

6. Stores.— There were stores in the department of the value of Rs. 7,31,719 at the beginning of the year. Stores to the extent of Rs. 11,54,105 were purchased during the year and the issues amounted to Rs. 11,29,974 leaving a balance of Rs. 7,55,850 at the end of the year.

7. Accidents &c.— There was no accident to trains that caused serious injury to persons or damage to property. Three persons were run over by trains and killed. One person fell down from a running train and died of the injuries sustained. The number of passengers injured during the year was 5 due either to falling from or jumping out of trains and the number of engine failures was 42 as against 49 in the previous year. The number of cattle accidents was 94 as against 96 in the previous year.

8. General.— The traffic prospects of the marginally-noted lines were investigated during the year and the reports received in this connection were under consideration.

1. Chamarajnagar - Satyamangala extension.
2. Chamarajnagar - Kollegal Railway.
3. Tumkur - Sira - Hiriyur Railway.
4. Tumkur - Sira Railway via Madhugiri.
5. Tumkur - Madhugiri Railway via Sira.
6. Tumkur - Sira Railway.
7. Chitaldrug - Hariyur Railway.
8. Chitaldrug - Challakere Railway.
9. Davangere - Jagalur Railway.
10. Davangere - Kottur Railway via Jagalur.

A telegraph training class was opened to train students in telegraphy

Probationers were entertained and ~~sent~~ 8/Watts
~~out~~ for training: two on the Madras and Southern Mahratta and ~~the South~~ Indian Railways and one locally. The question of entertaining three more Probationers for the Loco department was under consideration.

Sir Clement Hindley, President of the Railway Board and Sir Francis Couchman, one of the Directors of the Madras and Southern Mahratta Railway Home Board, paid a visit to Mysore during the year.

Special efforts were made during the year for the economising of expenditure in several directions, as a result of which the working expenses were reduced from 84·07 per cent of the gross earnings in the year 1921-22 to 59·50 per cent in the year 1927-28. It is hoped that, with the addition of more mileage in the coming years, it will be possible to bring down these expenses still further. ~~To the lowest minimum possible.~~

Government desire to place on record their ~~high~~ appreciation of the satisfactory working of the department during the year

under the ~~vigilance~~ and able guidance of Khan Bahadur A. A. Khan.

RG
10/12/28

dcs Genl Secretary to Govt.
7/12/28.

To
The Agent, Mysore Railways.
" Secretary to Govt for Railways.
" Heads of departments.
" Deputy Commissioners of districts.

Press Table.

ADMINISTRATION REPORT OF THE RAILWAY DEPARTMENT FOR THE YEAR 1927-28.

WITH THE GOVERNMENT REVIEW THEREON.

Government of his highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

G. O. No. G. 9380-430—G. M. 78-28-4, dated 2nd February 1929.

Administration Report of the Railway Department.

Reviews the —— for the year 1927-28.

READ—

Report of the Administration of the Railway Department for the year 1927-28, received with letter No. 1171, dated the 3rd December 1928, from the Agent and Secretary to Government for Railways.

ORDER NO. G. 9380-430—G. M. 78-28-4, DATED 2ND FEBRUARY 1929.

Recorded.

2. *Administrative Changes.*—Khan Bahadur A. A. Khan remained in charge of the Department as Agent and Secretary to Government for Railways in addition to his duties as Traffic Manager throughout the year except for a month in January when he was on leave and Mr. K. Srinivasa Iyengar, A.M.I., MECH. E., etc., Engineer-in-Chief for Railways, officiated as Agent and Secretary in addition to his own duties. There was no change in the *personnel* of the Heads of Departments except that Mr. E. J. Kelly, Loco and Carriage Superintendent, went on four months' leave with effect from the 4th March 1928 prior to retirement and Mr. H. S. Aers, previously Works Manager, Madras and Southern Mahratta Railway, Perambur, was appointed in his place.

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4. *Open Lines worked by the Madras and Southern Mahratta Railway Company.*—The length of the State lines worked by the Madras and Southern Mahratta Railway Company remained the same as before, namely, 271·48 miles. The gross earnings amounted to Rs. 52·59 lakhs as against Rs. 50·60 lakhs during the previous year; and the working expenses amounted to Rs. 30·40 lakhs as against Rs. 28·43 lakhs in the previous year. After payment of the surplus profits to the company and the guaranteed interest on the sterling loan, the net income to the State amounted to Rs. 14·79 lakhs yielding a return of 7·44 per cent as against 7·37 per cent in the previous year.

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The increase of passengers was noticeable on Metre Gauge and Narrow Gauge and under all classes. There was however a fall of passengers traffic on tramways due to competition from road Motor Services. The question of co-ordinating these Motor bus services with the Railways in the best manner possible is under consideration.

The ordinary working expenses amounted to Rs. 22·64 lakhs as against Rs. 23·56 lakhs in the previous year. The percentage of working expenses to the gross earnings was 59·50 as against 66·16 and this is the lowest on record during the past six years.

After setting apart a sum of Rs. 4 lakhs towards the Depreciation Fund, the net cash receipts from the lines worked by the State amounted to Rs. 9,89,000 or 3·16 per cent on the capital outlay as against Rs. 6,22,334 or 1·99 per cent in the previous year.

The capital outlay during the year was Rs. 17·42 lakhs of which Rs. 2·65 lakhs was on lines worked by the Madras and Southern Mahratta Railway and Rs. 14·77 lakhs was on lines worked by the State. This brings the total investment on Railways to 530·72 lakhs. The total revenue from the Railways worked by the Company as well as the State amounted to Rs. 88·19 lakhs as against Rs. 76·42 lakhs in the year 1922-23 showing a large surplus of Rs. 11·77 lakhs during a period of six years ; and the net revenue from Railways amounted to Rs. 22·62 lakhs or a return of 4·38 per cent on the total investment.

6. *Stores.*—There were stores in the Department of the value of Rs. 7,31,719 at the beginning of the year. Stores to the extent of Rs. 11,54,105 were purchased during the year and the issues amounted to Rs. 11,29,974 leaving a balance of Rs. 7,55,850 at the end of the year.

7. *Accidents, etc.*—There was no accident to trains that caused serious injury to persons or damage to property. Three persons were run over by trains and killed. One person fell down from a running train and died of the injuries sustained. The number of passengers injured during the year was five due either to falling from or jumping out of trains and the number of engine failures was 42 as against 49 in the previous year. The number of cattle accidents was 94 as against 96 in the previous year.

8. *General.*—The traffic prospects of the marginally noted lines were investigated during the year and the reports received in this connection were under consideration. A telegraph training class was opened to train students in telegraphy and traffic working. Three Traffic Probationers were entertained and deputed for training ; two on the Madras and Southern Mahratta and the South Indian Railways and one locally. The question of entertaining three more Probationers for the Loco Department was under consideration.

1. Chamarajnagar-Satyamangala Extension.
2. Chamarajnagar-Kollegal Railway.
3. Tumkur-Sira-Hiriyur Railway.
4. Tumkur-Sira Railway *via* Madhugiri.
5. Tumkur-Madhugiri Railway *via* Sira.
6. Tumkur-Sira Railway.
7. Chitaldrug-Huliyur Railway.
8. Chitaldrug-Challakere Railway.
9. Davangere-Jagalur Railway.
10. Davangere-Kottur Railway *via* Jagalur.

Sir Clement Hindley, President of the Railway Board and Sir Francis Couchman, one of the Directors of the Madras and Southern Mahratta Railway Home Board, paid a visit to Mysore during the year.

Special efforts were made during the year for the economising of expenditure in several directions, as a result of which the working expenses were reduced from 84·07 per cent of the gross earnings in the year 1921-22 to 59·50 per cent in the year 1927-28. It is hoped that, with the addition of more mileage in the coming years, it will be possible to bring down these expenses still further.

Government desire to place on record their appreciation of the satisfactory working of the Department during the year under the able guidance of Khan Bahadur A. A. Khan.

R. RANGA RAO,
General Secretary to Government.

To—The Agent, Mysore Railways, Mysore.
The Secretary to Government for Railways.
The Heads of Departments.
The Deputy Commissioners of Districts.

PRESS TABLE.

Exd.—P. S. R. N.

W D 2272—GPB—815—13-2-29.

ADMINISTRATION REPORT OF THE RAILWAY DEPARTMENT FOR THE YEAR 1927-28.

PERSONNEL AND OTHER CHANGES IN THE STAFF.

Khan Bahadur A. A. Khan remained in charge of the Department during the year as Agent and Secretary to Government for Railways in addition to his duties as Traffic Manager. There was no change in the personnel of Heads of Departments except that Mr. E. J. Kelly, Loco and Carriage Superintendent, went on four months' leave with effect from 4th March 1928 prior to retirement. I take this opportunity of placing on record my appreciation of the good services rendered by Mr. Kelly during the period of his service on this Railway for five years. Mr. H. S. Aers, previously Works Manager, Madras and Southern Mahratta Railway, Perambur, has been appointed in his place and took charge of the Department on the afternoon of 20th February 1928.

OPEN LINES.

The length of the State Lines worked both by the Madras and Southern Mahratta Railway Company and by Government remained the same (695·77 miles) and 18·96 miles of Railway from Shimoga to Ragihosahalli were under construction during the year.

The Capital outlay during the year was Rs. 17·42 lakhs as noted below, which brings the total investment on Railways to Rs. 530·72 lakhs on 30th June 1928:—

LINES WORKED BY THE MADRAS AND SOUTHERN MAHRATTA RAILWAY.

	Rs.
Rolling Stock	1,04,843
Other works	1,49,200
Suspense	11,172
Total ...	2,65,215

LINES WORKED BY THE STATE.

	Rs.
Rolling Stock	3,52,969
Other works	1,39,083
Suspense including stores	14,928
Total ...	5,06,980
Construction of Shimoga-Arasalu Railway	9,69,391
Grand Total ...	17,41,586

The large portion of the outlay incurred during the year on Rolling Stock was on account of construction of new Coaching Stock and on Mixed works relating to replacements and conversions of stock from one type to another.

The history of the several Railways in Mysore constructed and in progress is given in detail in Appendix A.

REVENUE AND EXPENDITURE.

I have great pleasure in reporting that the total Revenue from the Railways both worked by the Company and the State amounted to Rs. 88·19 lakhs during the year as against Rs. 76·42 lakhs in 1922-23 showing a large surplus of Rs. 11·77 lakhs during the period and the net revenue from Railways amounts to Rs. 22·62 lakhs or a return of 4·38 per cent on the total investment.

LINES WORKED BY THE COMPANY.

The gross earnings during the year were Rs. 1,98,000 more than the previous year and amounted to Rs. 52·59 lakhs. There was a similar increase in the working expenses as well from Rs. 28·43 lakhs in 1926-27 to Rs. 30·40 lakhs during the year under report, partly due to increase in receipts and partly due to increased outlay on replacements and renewals on the combined system. After payment of surplus profits to the Company and of guaranteed interest, the net receipts amounted to Rs. 14·79 lakhs as against Rs. 14·77 lakhs in the previous year, with a return of 7·44 per cent on Capital against 7·37 in the previous year.

LINES WORKED BY THE STATE.

The gross earnings of the lines worked by the State amounted to Rs. 38·04 lakhs during the year under report against Rs. 35·60 lakhs in the previous year. There was an increase of Rs. 2,44,000 of which Rs. 1·24 lakhs was under Coaching, due to large movement of passengers on account of Silver Jubilee Celebration of His Highness the Maharaja of Mysore, the All India Exhibition at Mysore and general improvement in traffic, etc., Rs. 0·93 lakhs under Goods and Rs. 0·27 lakhs under Miscellaneous.

The total number of passengers travelled during the year amounted to 4,476,315 against 4,162,068 in 1926-27 or an increase of 314,247 passengers, chiefly on Metre Gauge and Narrow Gauge and under all classes. There was however a fall of passenger traffic on the Tramways due to competition from road motor services. Government have ordered the levy of double the ordinary mileage rate on Motor Buses which ply on roads running parallel to the Railway and this restriction has not been able to prevent diversion of short distance traffic particularly in the suburban areas. The question of co-ordinating these services with the Railways in the best manner possible suited to the conditions in Mysore is under consideration. The transport problems all over the world are getting rather intricate with competing services both by air and land and the question of undertaking these services by Railway themselves or of co-operating with those financed by private bodies is to-day engaging the attention of all Railwaymen in the world.

The ordinary working expenses during the year amounted to Rs. 22·64 lakhs or 59·50 per cent of the gross earnings, which is the lowest in record compared with the previous years as shown in the table below :—

Year	Gross earnings	Working expenses	Percentage of Working expenses to Gross earnings
	Rs.	Rs.	
1921–22	30,04,082	25,25,543	84·07
1922-23	32,02,564	24,27,911	75·81
1923–24	31,39,371	23,13,628	73·70
1924–25	34,46,949	23,28,906	67·56
1925–26	34,66,064	23,32,328	67·29
1926–27	35,60,369	23,55,547	66·16
1927–28	38,04,000	22,64,000	59·50

The expenses during the year were less by Rs. 91,000 than during the previous year and were distributed as given below :—

	1926–27	Percentage on Gross earnings	1927–28	Percentage on Gross earnings	—Increase +Decrease
	Rs.		Rs.		Rs.
1. General Administration ...	5,54,000	15·56	5,64,000	14·83	+10,000
2. Ordinary repairs and maintenance.	5,75,000	16·15	5,62,000	14·77	—13,000
3. Operating Expenses ...	12,26,000	34·45	11,38,000	29·90	—88,000
Total ...	23,55,000	66·16	22,64,000	59·50	—91,000

NET RESULT OF WORKING.

After setting apart a sum of Rs. 4 lakhs as usual to the Depreciation Fund, the net cash receipts from the lines worked by the State amounted to Rs. 9,89,000 against Rs. 6,22,000 in the previous year, as detailed below :—

	1926-27	1927-28	Increase or Decrease
	Rs.	Rs.	Rs.
1. Gross Receipts	34,18,000	38,29,000	+4,11,000
Deduct—			
2. Working Expenses	22,48,000	23,27,000	79,000
3. Surplus Profits	67,000	69,000	2,000
4. Guaranted Interest	81,000	44,000	37,000
5. Contribution to Depreciation Fund ...	4,00,000	4,00,000	...
Total deductions 2 to 5 ...	27,96,000	28,40,000	44,000
Net Receipts ...	6,22,000	9,89,000	+3,67,000

STORES TRANSACTIONS.

The year opened with a balance of Rs. 7,31,719 and during the year stores to the extent of Rs. 11,54,105 were purchased and the issues amounted to Rs. 11,29,974, leaving a balance of Rs. 7,55,850 at the end of the year as detailed below :—

	Rs.
Stores with the Chief Store-keeper	4,06,845
Coal, Fuel and timber with the Loco Department	1,61,764
Blank card tickets with the Audit Department	1,186
P. W. Materials in the custody of the Engineering Department ...	1,85,255
Materials with the Traffic Department	800
Total ...	7,55,850

ACCIDENTS.

There was no accident to trains that caused serious injury to persons or damages to property :—

Three persons were run over by trains and killed. One person fell down from a running train on Bangalore-Mysore section and died of the injuries sustained.

The number of passengers injured during the year was five due to either falling or jumping out of trains. The number of engine failures during the year was 42 as against 49 in the previous year.

The cattle accidents during the year decreased from 96 to 94.

GENERAL.

The construction work on the Shimoga-Ragihosahalli Railway which was started last year has made good progress. Tunga Bridge had been completed and the new Shimoga Station will be shortly ready for opening. The whole line up to Ragihosahalli is likely to be opened for traffic by April or May 1929.

The extension of this Railway as far as Arasalu, a further distance of 7·54 miles, making in all 27 miles from Shimoga has been sanctioned. It is also proposed to extend the line further as far as Ananthapur and Sagar if possible for the improvement of the Malnad in particular. With the opening of these extensions, the need for additional Rolling Stock is greatly felt and so during the year three additional heavy passenger engines were obtained and also the following Coaching and Goods Stock :—

Metre Gauge.

One first class four-wheeled coach.
Four Heavy Brake-Vans.
One Luggage-Van.

2'—6" Gauge.

One I, II and III class bogie coach.
One bogie brake luggage and third.
Three covered goods wagons by conversion of open sided trucks.

2'—0" Gauge.

Four covered bogie wagons. and the following additions to stock will also be shortly made :—

Metre Gauge.

Three Third Class Bogies.
Four Bogies, brake, luggage and Third.
One I, II and III Class Bogie.
Fourteen Bogies, III Class.
Fifty wagons and
Twenty Horse Boxes.

2'—6" Gauge.

Seven covered goods wagons by conversion of open-sided trucks.

2'—0" Gauge.

Four covered bogie goods wagons.

With the above additions to the existing Coaching and Goods stock, it would be possible to keep down the working expenses next year to a great extent by the saving of hire charges now paid for stock taken on loan from the Foreign Railways.

To avoid prohibitive freight charges by rail, arrangements have been made to import Coal required for the Mysore Railways by Sea thereby taking advantage of reduction in price as well as freight to the extent of Rs. 3-9-6 per ton, which for 25,000 tons gives a saving of Rs. 90,000 in revenue expenditure. It is further proposed to reduce this heavy item of expense in Revenue Account by importing Singareni Coal at an all inclusive price of Rs. 14 and odd per ton which will give a total saving of over Rs. 2 lakhs in the working expenses of the Mysore Railways.

With a view to economy in the consumption of Coal, a Fuel Inspector with necessary staff have also been temporarily entertained to instruct the running staff in the economical consumption of Coal and a saving of over Rs. 20,000 in the Coal Bill is expected by the new arrangement.

The Traffic prospects of the following lines were investigated during the year and the reports received in this connection are under consideration :—

1. Chamarajanagar-Satyamangalam extension.
2. Chamarajanagar-Kollegal Railway.
3. Tumkur-Sira-Hiriyur Railway.
4. Tumkur-Sira Railway *via* Madhugiri.
5. Tumkur-Madhugiri Railway *via* Sira.
6. Tumkur-Sira Railway.
7. Chitaldrug-Haliyur Railway.
8. Chitaldrug–Challakere Railway.
9. Davangere-Jagalur Railway.
10. Davangere-Kottur Railway *via* Jagalur.

In view of the future resumption of the Bangalore-Harihar line and the construction of new lines, the question of training adequate staff was taken up and during the year, the Telegraph Training Class was opened to train students in Telegraphy and other traffic working for being recruited as Signallers and General Clerks, Coaching and Goods.

And for the subordinate service, three Traffic Probationers have been entertained and are under training, two on the Madras & Southern Mahratta Railway and South Indian Railway and one locally.

It is also proposed to take three Probationers for the Loco Department and the question is under consideration.

During the year, the President, Railway Board, Sir Clement Hindley visited Mysore and also Sir Francis Couchman, one of the Directors of the Madras & Southern Mahratta Railway Home Board.

It has been a matter of great satisfaction that the year under report has practically been free from complaints from the Public, though traffic carried during the year has been a record one. Though the earnings increased from Rs. 55,60,369 in 1926-27 to Rs. 58,04,495 during the year, the working expenses were reduced from 84·07 in 1921-22 and 66·16 in 1926-27 to 59·50 in 1927-28. I hope with the efforts that are now being made to further reduce our expenditure it would be quite possible to bring it down to less than 50 per cent in 1929-30.

The satisfactory working of the Department during the year is mainly due to the co-operation of the Heads of Departments and the staff to whom my thanks are due.

The reports received from the Heads of Departments are given in Appendix B.

A. A. KHAN,
Agent, Mysore Railways.

APPENDIX A.

ADMINISTRATION REPORT OF THE LOCO AND CARRIAGE DEPARTMENT FOR 1927-28.

(*a*) Ordinary work of the Department.

The total Revenue Expenditure during the year works up to Rs. 9,37,015 against the budget grant of Rs. 10,49,667 under Locomotive expenses. The amount spent under carriage and wagons maintenance account will be Rs. 2,68,748 against the allotment of Rs. 3,12,755. Of these, the renewals and replacements provided under "Depreciation account" are as under:—

Locomotive.— Against Rs. 1,39,068 the expenditure comes to Rs. 1,39,488.

Carriage and Wagon.—Against Rs. 1,30,745 the expenditure is Rs. 49,634.

On the whole, the total outlay incurred by this Department during the year, excluding that under depreciation fund works up to as under and is within the budget grant.

Grant "B" and "C."	*Total outlay.*
Rs. 10,90,609.	Rs. 10,16,641.

The Locomotive and Carriage and Wagon stock that underwent repairs during the year were normal and efficient as given below:—

Gauge	Loco	Carriage	Wagon
Meter Gauge	32	171	262
Narrow Gauge	9	25	39
Tarikere-Narasimharajapura Tramway ...	5	...	12
Total ...	46	196	313

In addition to the above, the undermentioned stock were newly constructed and placed on line:—

Metre Gauge.

1. First class four-wheeled coach.
4. Heavy brake-vans.
1. Luggage Van.

Narrow Gauge.

1. First, second and third class Bogie coach.
1. Bogie Brake Luggage and third.

Out of 10 HS. wagons provided for in the budget for conversion into covered wagons, five have been completed and the work on the rest is in progress.

Tarikere-Narasimharajapura Tramway.—The eight CB. wagons provided for in the budget for 1926-27 and 1927-28 for which indents had been placed on Home were received rather late in the year and therefore only four of them were erected and handed over to traffic during the year and of the remaining four, two have since been completed and the two yet remaining, are proposed to be converted into BVs.

The three III class bogie coaches provided for in the budget have been completed and handed over to traffic, as also two Bogie Brake Luggage and third and 1 first, second and third class bogie.

During the year three HPS. engines were newly received, erected and handed over to traffic for use on the metre gauge section.

The panel sheets and underframes, etc., indented on Home in the year 1926-27 for the construction of 14 III class Bogies have been received only recently and the construction of coaches has now been taken up and will be completed as soon as possible. The construction of two BLTBs. intended for the Shimoga-Arasalu Railway is also on hand and will be completed shortly.

From the above, it will be seen that there has been a good outturn of work in the shops during the year and with the equipment of more and up-to-date machinery, a quicker outturn may be expected. The overhead travelling crane and boring mill have since been installed in the shops.

Out of the 36 apprentices sanctioned by Government in their Order No. R. S. 1571-72—Ry. F. 209 G. 23-24, dated the 7th February 1924 for training in the shops, 24 have already been selected and undergoing training and the remaining 12 men have since been appointed and are given training in all branches in the shops.

With a view to reduce the expenditure under coal by instructing the running staff to use the coal economically, a Loco and Fuel Inspector has been sanctioned and the Coal Economy Campaign sanctioned, has since been brought into effect.

H. S. AERS,

Loco and Carr. Superintendent,
Mysore Railways.

ADMINISTRATION REPORT OF THE ENGINEERING DEPARTMENT FOR 1927-28.

ADMINISTRATIVE CHANGES.

Mr. K. Srinivasaiengar was in charge of the Department for the whole year, except for a short period of about a fortnight in March last when he went on leave and Mr. Y. K. Ramachandra Rao was Officiating Superintending Engineer in charge. Mr. K. Srinivasaiengar also officiated as Agent and Secretary for Railways in addition to his own duties as Engineer-in-Chief for a month in January when Mr. Khan was on leave.

Of the two Open Line Engineering Divisions, the Mysore Division was under Mr. V. Ramanujalu Naidu till April when he was transferred to the Shimoga Division and Mr. Mirza took charge. The Shimoga Division was under Messrs. Ramaiya, Viswanath, Mirza, Narasimha Rao and Ramanujalu Naidu for varying periods due to leave vacancies.

The Construction Division at Shimoga continued under Mr. Y. K. Ramachandra Rao's charge throughout the year except for about a month in March when, due to Mr. Y. K. Ramachandra Rao being on other duty as Offg. Superintending Engineer and also on leave, Mr. Ramaiya was in charge as Offg. Executive Engineer.

NEW CONSTRUCTIONS.

No fresh constructions were undertaken during the year. The construction of Shimoga-Ragihosahalli Railway which was begun in March 1927 was in progress. The expenditure incurred on this construction during the year under review was Rs. 9,70,800 and that from commencement to end of June 1928 was Rs. 14,18,239.

SURVEYS.

1. *Bangalore-Hosur Railway.*—The field work on this Survey was finished in June 1927 and the estimate and report thereof were got ready and submitted during the early part of the year. Further action has, however, been ordered to be deferred by Government till a decision is arrived at about the southern connection from Mysore *via* Chamarajanagar.

2. *Chamarajanagar-Mysore Frontier and Chamarajanagar-Kollegal lines.*—The original orders were to undertake the Surveys of the Chamarajanagar-Mysore Frontier and Tumkur-Sira-Chitaldrug Railway lines; but, subsequently, it was ordered that a line from Chamarajanagar to Kollegal should be surveyed in lieu of Tumkur-Sira-Chitaldrug line. Accordingly, the survey party entered on the survey of these two lines, *viz.*, Chamarajanagar-Mysore Frontier and Chamarajanagar-Kollegal in December 1927 and completed field work on both the Surveys. The reports and the estimates for these lines are under preparation for submission to Government.

Apart from the usual maintenance work of the Department, the following are the more important items of work carried out by the Department during the year under review:—

I. Improvements to the standard of the line.

(1) Further replacement of deteriorated junglewood sleepers on the Bangalore Mysore section, begun in 1926-27, was continued during 1927-28 also and about 42,000 new teakwood sleepers were put in on this section. This work has to be continued next year also. About 5,500 metre gauge sleepers were also renewed on Mysore-Arsikere Railway and Birur-Shimoga sections and 3,500 Tramway sleepers were newly laid on the Tramways in place of worn-out ones.

(2) Further collection and spreading of ballast was continued on Bangalore-Chamarajanagar section and Mysore-Arsikere Railway, but a good deal of work has yet to be done in this direction in order to bring about smooth running on these two sections and it is being done gradually year after year consistent with funds available.

(3) A number of cuttings and banks on Mysore-Arsikere Railway, Bangalore-Mysore section and Birur-Shimoga section were widened and a few cuttings were provided with ballast walls where necessary.

(4) The work of providing the second stage of revetment to the approach banks of the Lakshmanathirtha bridge on Mysore-Arsikere Railway was completed. A sum of Rs. 23,000 was spent on this important work during the year in addition to about Rs. 20,000 expended in 1926-27.

(5) An arch bridge on Bangalore-Mysore Section showed signs of crack and immediate steps were taken and the arch was strengthened by building another arch beneath the existing one.

(6) The work of re-railing loop lines in station yards on Bangalore-Mysore Section with 60 lb. rails (in place of 41¼ lb. section ones) was completed this year, after receipt of the points and crossings ordered from England.

II. Facilities for handling traffic and also for the public.

(1) The additional tank staging, erection of tanks, etc., at Nanjangud was completed and the arrangements brought into force.

(2) The improvements to the south end level crossing of the Mysore Station were finished.

(3) The passenger platform at Closepet was extended and Chamarajapuram station was provided with a raised platform and fencing.

(4) The work of providing additional loops at Rangenhalli and Amritapura was taken in hand during the latter part of the year. The receipt of materials ordered for the work is awaited.

(5) Derrick Cranes were put up at Hebbe and Tarikere.

(6) The goods shed at Shimoga was extended and Hampapura was provided with a new goods shed.

(7) The loop at Bettahalsoor Station was extended.

(8) The outer signal at Chikballapur was provided with an Electric repeater.

(9) A wire-netting room was put in at the Parcel room at Mysore.

(10) The passenger platform at Seringapatam was given tap connection.

(11) Ramps for loading motor cars were provided at Seringapatam, Closepet, Chamarajanagar, and at Chitaldrug a new siding also was put in, in addition to a ramp.

(12) The latrines at Gidnahalli and Sidlaghatta Stations were provided with new flooring.

(13) The roofs of Station buildings at Settihalli, Yeliyur and Paschimavahini which consisted of old country tiles were removed and new Mangalore tiled roofing put in.

(14) A new water shed was put up at Channapatna.

(15) Additional level crossings were opened near Byadarahalli, Hassan, Mandagere, Arsikere and Hebbe.

(16) Additional platform lamps were put in at a number of stations on Mysore-Arsikere Railway.

(17) Certain additions and alterations were effected to the Station building at Yedatore to provide for an European Refreshment Room.

(18) The approach roads to the Station and Goods shed at Chamarajanagar were metalled.

III. Amenities to Staff, etc.

(1) A portion of the Vani Vilas Mohalla Railway Colony was provided with compound walls to improve appearance.

(2) The Time Office at the Central Workshops was extended to accommodate a Dispensary at that area.

(3) Staff wells were provided at Duggalapura and Hunsenahalli.

(4) The Baniya's shop at Central Workshops was converted to serve as quarters for the Sub-Assistant Surgeon.

(5) A Rest Room with kitchen was constructed at Chitaldrug for use of inspecting officers.

(6) Furniture and Crockery were supplied to the Agent's bungalow as per Government orders.

(7) The staff wells at Hole-Narsipur and Haliyur were deepened to improve water-supply.

(8) A new latrine was put up at Chitaldrug for staff quarters.

IV. Miscellaneous.

(1) The remodelling of the Central Workshops yard and putting in additional lines was completed.

(2) Work was started on the construction of a new Carriage shed at Central Workshops.

(3) A pit was constructed for the Loco erecting shed at Workshops.

(4) Certain improvements and additions were made to the Pump Engine shed at Maddur.

(5) Additional fans were provided for the Chief Store Keeper's Office.

(6) The Store room at Central Workshops was provided with new windows of glass panes and metal shutters.

(7) The visibility of a number of level crossing gates was improved and the more important gates on Kolar District and Bangalore-Chikballapur Light Railways were provided with new shutters. New lamps were provided for certain gates which had not these previously.

(8) Due to failure of the loco well at Bidadi, it was decided to shift the existing watering arrangements from that place to Closepet and work was started and carried out to the extent of grant available, leaving the balance to be spent this year.

(9) Additional electric lights were installed for the Dock siding at Mysore.

(10) A number of old wooden signals were renewed with R. S. beams on Bangalore-Mysore Section.

(11) Worn out bridge timbers on Bangalore-Mysore and Kolar District and Bangalore-Chikballapur Light Railways section were renewed with new teakwood ones.

(12) The Division Office building at Hassan was improved and certain additions were effected.

(13) The old delivery pipe to the water tanks at Maddur which was leaky was completely renewed with new G. I. pipes.

V. Unusual occurrences.

There was no serious failure of water at any of the watering places during hot weather as in the previous year and the few failures that occurred were got over.

Unlike last year, flood damages too were not severe anywhere except a small washout of the Jinegehalla cause-way on Chikjajur-Chitaldrug Railway which, however, did not, in any way, hamper train service and which was soon after restored at a small cost of about Rs. 300.

The Officers and staff of the Department all worked well during the year.

K. SRINIVASAIYENGAR,
Engineer-in-Chief,
Mysore Railways.

ADMINISTRATION REPORT OF THE TRAFFIC DEPARTMENT FOR THE YEAR 1927-28.

I. Open Mileage.

The open mileage of this Railway for the year under report continues to be the same as last year, *i.e.*, 424·29 miles.

II. Earnings.

The total gross earnings of the line worked by the State during 1927-28 amounted to Rs. 38,04,000 against Rs. 35,60,000 or an increase of 2,44,000.

The details of the earnings are as follows:—

(*a*) *Coaching Earnings.*—

	1926–27	1927–28
	Rs.	Rs.
(i) Metre Gauge	17,55,000	18,65,000
N. C. Railway	57,000	69,000
(ii) K. D. Railways	1,65,000	1,70,000
(iii) B. C. L. Railway	1,52,000	1,50,000
(iv) T. N. Tramway	18,000	17,000
Total ...	21,47,000	22,71,000

or an increase of Rs. 1,24,000 under Coaching Earnings.

(*b*) *Goods Earnings.*—

(i) Metre Gauge	11,63,000	11,88,000
N. C. Railway	18,000	33,000
(ii) K. D. Railways	1,01,000	1,45,000
(iii) B. C. L. Railway	36,000	45,000
(iv) T. N. Tramway	34,000	36,000
Total ...	13,52,000	14,47,000

or an increase of Rs. 95,000 under Goods traffic.

(*c*) *Sundry Earnings.*—

(i) Metre Gauge	57,000	82,000
N. C. Railway	1,000	1,000
(ii) K. D. Railways	2,000	2,000
(iii) B. C. L. Railway	1,000	1,000
(iv) T. N. Tramway	...	...
Total ...	61,000	86,000

or an increase of Rs. 25,000 under Sundry Earnings.

III. Average Earnings.

The average earnings per mile per week for 1926-27 compares with that of the year 1927-28 as shown below:—

	1926-27	1927-28
(i) Metre Gauge	294	325
(ii) K. D. Railways	81	96
(iii) B. C. L. Railway	94	98
(iv) T. N. Tramway	28	28

IV. Working Expenses.

The total traffic expenses during the year under report was Rs. 5,07,000 as against Rs. 4,60,000 or an increase of Rs. 47,000 as compared with the expenditure for 1926-27 which is due mainly for the following reasons:—

(1) A sum of Rs. 21,000 was paid as hire charges on foreign stock due to increased traffic. The rate of hire charges was also raised by the Railways in India from Rs. 1-2-0 to Rs. 1-6-0 for four wheelers and from 2-4-0 to 2-6-0 for Bogies from 1st October 1927. Arrangements are being made to purchase wagons worth about $3\frac{1}{4}$ lakhs.

(2) A sum of Rs. 9,000 was paid more than last year as Traffic expenses at joint stations due to increased traffic.

(3) A sum of Rs. 1,500 has been paid as compensation in excess of what was paid last year.

(4) A sum of Rs. 1,500 was paid towards the spare parts of ticket printing machine this year which was not provided for in the Budget.

(5) A sum of Rs. 6,000 was spent this year due to more number of staff being supplied with warm clothing and extra clothing supplied consequent on the Viceregal Visit.

(6) A sum of Rs. 1,000 was spent towards extra staff for Narrow Gauge and Tramways (Guards and Under-Guards).

(7) Other excesses amounting to Rs. 7,000 are due to increased expenditure due to increase in traffic.

The expenditure of Rs. 5,07,000 for 1927-28 as compared with the Budget grant shows an increase of Rs. 17,000, the reason for which is explained below:—

(1) A sum of Rs. 9,600 was paid as Traffic expenses at joint stations over and above the budget grants.

(2) A sum of Rs. 6,300 was paid more towards hire and penalty charges as explained above.

(3) A sum of Rs. 500 was paid towards sundry expenses due to increased activities of our Railway.

(4) A sum of Rs. 1,500 was spent by the Audit Office towards the cost of spare parts of the ticket printing machine.

(5) Other minor increases under other heads were all compensated for by corresponding decrease under other heads.

V. Train Working.

(*a*) *Number of passengers travelled.*—The total number of passengers travelled during the year 1927-28 was 44,76,000 as against 41,62,000 for 1926-27 or an increase of 3,14,000 passengers.

(*b*) *Train Service.*—The train service was satisfactory on all sections and there waere no serious detentions to trains. The train service on the Narrow Gauge was somewhat irregular, due to Loco troubles and the situation has since improved.

During the year 1927-28, the Dasara commenced on 26th September 1927 and the procession day fell on 6th October 1927. There was very heavy rush of passengers to Mysore from different directions. The rush commenced from 25th September 1927 and the heavy rush above the normal traffic commenced from 28th September 1927 and continued up to 6th October 1927. The return rush started from the same night and lasted up to 10th October 1927 and continued over and above the normal rush till 20th October 1927. Of the total number of passengers carried during the season, 69,919 were inward feast passengers and 76,821 were outward passengers. There was no accident whatever during this period.

(*c*) *Accidents.*—The following are the serious accidents reported during the year, other minor accidents such as detentions, etc., for want of water, calf or bullock run over, being left out of the report.

(1) Some packages kept in the Goods shed at Chamrajnagar took fire on 24th March 1928.

(2) One boy was knocked over between mile 71 and 71/1 between Nandi and Avathihalli on 7th April 1928.

(3) Mr. C. Venkata Rao, Station Master, Belagola, died on 6th May 1928 while on duty.

(4) No. 36 down of 17th June 1928 collided against a double bullock cart at the level crossing gate at mile 45/11 between Hunsenhalli and Chintamani.

(*d*) *Goods traffic.*—The total number of wagons loaded and unloaded on the Metre Gauge and Narrow Gauge is as noted below :—

	1927-28		1926-27	
	Loaded	Unloaded	Loaded	Unloaded
Metre Gauge	33,731	38,830	33,305	36,190
Narrow Gauge	6,305	5,770	5,765	4,704

Booking of Goods traffic was not restricted on any section during the year and there was no delay during the year under report. There was no serious delay to wagons at joint stations. All timber offered by the Forest Department and public was cleared as quickly as possible and there was no complaint from the Forest Department.

(*e*) *Facilities granted to public.*—There has been very many references for reduction in the existing rates for different commodities from stations on this Railway to stations on foreign Railways from the Mysore Chamber of Commerce, Bangalore, and from Mysore Iron Works, Bhadravati, which was granted especially on consignments like pig iron and other commodities of Iron Works from Bhadravati to stations mentioned by Iron Works at the instance of the Madras and Southern Mahratta Railway.

VII. Claims.

A sum of Rs. 4,478 was paid against 3,084 during 1926-27, the increase being due to payment of compensation claims.

VIII. Telegraph Training Class.

The Telegraph Training Class was opened from 13th April 1928, to train students in Telegraphy and other traffic working for being recruited as Signallers and General Clerks, Coaching and Goods. The students while under training are paid Rs. 10 a month each, till the period of training is over.

IX. Conclusion.

Satisfactory results obtained during the year under report are chiefly due to the good work and co-operation of the District Traffic Superintendents and other staff to whom my thanks are due and it is hoped that better results will be obtained next year.

A. A. KHAN,
Traffic Manager.

REPORT ON THE WORKING OF THE AUDIT AND ACCOUNTS DEPARTMENT FOR THE YEAR 1927-28.

1. *Gazetted Staff.*—Mr. M. A. Singrachar continued to be in charge of the Railway Audit Office during the year. Mr. M. Shamanna, Assistant Comptroller, was transferred to the Railway Audit Office as Assistant Auditor from 8th September 1927 in place of Mr. Y. Subramanyam, Assistant Auditor, transferred to the Comptroller's Office as per G. O. No. 1913—C. B. 43-27-2, dated 29th August 1927.

2. *Examinations.*—During the official year the usual examinations for Subordinate Accounts Service and Accountants and for the junior clerks were held.

3. *Inspections.*—In addition to the inspections of Stations by the Travelling Inspectors of Accounts, 13 stations and two offices were inspected by the Gazetted Officers during the year.

4. *Printing of Railway Codes and Manuals.*—Chapters I to IX of the Mysore Railway Code, Vol. II were issued as Part I of the Mysore Railway Code, Vol. II. Out of the seven Chapters relating to Part II, two have been approved by the Comptroller and three are still to be approved by him. Two more are pending final approval of Government. In addition to the ten Appendices, which were printed and issued in the previous years, the following four appendices were got printed during the year:—

1. Stock verification rules.
2. Inspection of Registers by a Gazetted Officer.
3. Leave rules for the Subordinate Executive Staff.
4. List of returns due to and from Railway Offices.

The two appendices, Provident Fund and Gratuity Rules which will complete Vol. III are still pending with the Agent.

5. *Stock verification.*—The usual verification of the Audit Stock Verifier of the following Tools and Plant and Stores was carried out:—

1. General Stores of Classes E.G.B, 4,5 and 10 in the Central Stores.
2. Tools and Plant and Coal and fuel stacks of all Loco Sheds.
3. Tools and Plant and Station Furniture of all stations on the several Lines.
4. Engineering and P. W. Materials of M. A. Railway and C. C. Railway.

In addition to these, a complete reconciliation of the Numerical Balances between the Depot and Audit Office Priced Ledgers, in which differences were running for the past five years, was also effected.

6. *Test Audit of Accounts of the Sections worked by Madras and Southern Mahratta Railway Company.*—The Test Audit of Accounts of the M. & S. M. Railway was conducted three times during the year and several important points were noticed. The following deserve special mention.

(1) The earnings of the inward Goods traffic of Bangalore City Station relating to periods ranging from March to July 1927 were not apportioned and adjusted during the respective months. On being pointed out, the Company effected the apportionment in the accounts for September 1927, our share working up to about Rs. 93,000.

(2) Half-yearly adjustment in connection with the routing of Goods Traffic as per Poona Agreement of 1902 between M. & S. M. Railway Company and G.I.P. Railway.

It was stated in Para 6 (1) of the last year's report that a credit of about Rs. 17,000 was expected to the Mysore Railway as a result of the above adjustment being given effect to with retrospective effect for the periods for which records were available in the Company's Office. The said sum (pertaining to 11 half years, *i.e.*, from 31st March 1921 to 30th September 1926) was transferred by the Company during September 1927.

7. *Inspection of the Railway Audit Office by the Comptroller.*—The office was inspected by the Comptroller during the year. The inspection report was received a few days back and is under disposal.

8. *Settlement of claims of the Kolar District Board in respect of K. D. Railway.*—It was stated in para 7 (3) of the last year's report that the arrear claims of the District Board were settled in that year. A further representation was made by the District Board during the current year saying that the method of apportionment adopted in settling the claims was not quite equitable to them, and orders were issued by Government in G. O. No. L. 1268-71—L.B. 114-24-61 dated 8th—9th August 1928 to effect a revised settlement. The matter is under correspondence with the Comptroller.

9. *Detailed Rules for working the Railway Depreciation Fund.*—Separate Depreciation Fund Accounts were being maintained provisionally for each Railway from 1924-25 pending definite orders of Government in the matter. Orders of Government were received during the year (G. O. No. R. S. 1063-66 Ry. F. 150, dated 26th November 1927) directing that the Fund should be only at the credit of the Main Line and that the Worked Lines should be debited with a share of the actual outlay on Replacements and Renewals, they being entitled to no share in the balance of the Fund. The balances under Worked Lines have accordingly been transferred to the Metre Gauge during the year.

10. *Apportionment of the cost of Law and Order-Police.*—The method of apportionment of these charges on K.D., B.C.L. and N.C. Railways referred to Government for orders during last year is still engaging their attention.

11. *Clearance of Traffic Outstandings.*—The Station and Audit Office outstandings at the beginning and the close of the year compare as follows:—

Particulars	At the beginning of the year.	At the close of the year.
	Rs.	Rs.
1. Station outstandings	54,000	60,000
2. Audit Office Balance Sheet	1,61,000	1,34,000
Total ...	2,15,000	1,94,000

The sum of Rs. 60,000 outstanding at end of June 1928 under Item (1) consists mostly of parcels and goods "To Pay" consignments received during the last month of the year, which will be cleared as consignments are delivered.

The large balance of Rs. 1,34,000 under the Audit Office Balance Sheet is chiefly attributed to non-realisation of dues from the Mysore Iron Works and partly to amounts due from the Electrical, Palace and other Departments.

12. *Audit Objections and Irregularities.*—These are embodied in the Audit and Appropriation Report.

M. A. SINGRACHAR,
Auditor, Mysore Railways.

REPORT OF THE WORKING OF THE STORES DEPARTMENT FOR THE YEAR 1927-28.

1. *Staff.*—I was in charge of the Department during the year except for one month and ten days from the 15th August 1927, when I went on privilege leave. Mr. K. Srinivasamurthi, Stores Inspector and Office Assistant, acted for me. The temporary establishment costing Rs. 167 per month sanctioned for the Shimoga-Arasalu Railway Construction in the previous year was continued during the year under report. Two temporary warders were employed from 1st May 1928 to reconcile the priced and numerical ledgers.

The expenditure on account of salaries and establishment is given below for the year under report and for the previous year:—

	1927-28			1926-27.		
	Rs.	a.	p.	Rs.	a.	p.
Salary of the Chief Store Keeper	4,767	0	0	4,484	0	0
Establishment of the Chief Store Keeper's Office.	8,252	0	0	8,288	0	0
Establishment of the Central Stores ...	9,225	0	0	8,669	0	0
(Temporary establishment and acting allowance)	1,198	0	0	1,440	0	0
Travelling allowance	490	0	0	541	0	0
Total ...	23,932	0	0	23,422	0	0

2. *Accommodation and Equipment.*—Orders sanctioning the construction of (1) racks for irons, (2) an oil ward at the Central Stores and (3) a compound wall, were passed, but none of these works was taken up as funds provided for them were utilised for other purposes. The work of the Department is therefore carried on under difficulties as usual.

3. *Audit stock verification and Inspection.*—The verification of the stock of all classes of stores was commenced on 10th March 1927 and completed on 4th October 1927. The Auditor inspected my office and the Central Stores Depot in February 1928. The previous inspection was in January 1926.

4. *Stores transactions of the Railway.*—According to figures furnished by the Auditor, the value of stores at debit of stores suspense at the commencement of the year was Rs. 7,31,719-7-6. The value of stores purchased during the year was Rs. 11,63,802-8-2. The total is Rs. 18,95,521-15-2. The value of stores issued to all departments of the Railway was Rs. 11,39,672-5-5 leaving a closing balance of Rs. 7,55,849-10-3 made up as under:—

	Rs.	a.	p.
(i) Stores with Stores Department ...	4,06,844	9	0
(ii) Coal, Coke and timber with the Loco Department	1,61,764	5	8
(iii) Tickets with the Audit Department ...	1,185	14	8
(iv) Permanent Way materials with the Engineering Department.	1,85,254	12	11
(v) Stores with the Traffic Department ...	800	0	0
Total ...	7,55,849	10	3

5. *Transactions of the Stores Department.* (*i*) *Receipt of stores.*—The total number of purchase orders placed on the Indian Market was 1,366 against 1,203 in the previous year. The value of stores received on these orders was Rs. 2,03,153, against 1,92,564, respectively. Fifty-four requisitions were sent against 60 in 1926-27, to the Central Workshops for articles of shop manufacture on which stores of the approximate value of Rs. 10,683 and Rs. 11,205 respectively were received. On foreign indents, stores of the value of £5,355 (or about Rs. 75,391) were received in the Central Stores Depot. The corresponding figure for the previous year is £7,138 or about one lakh of rupees. Second-hand serviceable stores

of the estimated value of Rs. 1,328 were returned by departments and taken on books with value. Out of the stores of the value of Rs. 11,353, returned from the Nanjangud-Chamrajnagar Railway Construction Division and for which credit was deferred under Agent's orders, stores of the value of Rs. 4,763-4-4, were reissued during the year under report. The balance of these stores on 1st July 1928 is Rs. 5,932, the remainder having been issued in the preceding year.

(*ii*) *Issue of Stores.*—The value of stores received from all sources was about Rs. 2,90,555. With the opening balance of Rs. 4,17,562, the total value of stores aggregated to Rs. 7,08,117. Deducting the closing balance on 30th June 1928, the value of stores issued by this department will be about Rs. 3,01,273.

(*iii*) *Comparison of Closing Balances.*—The value of stores in the custody of this department is decreasing year by year as will be seen from the following figures:—

		Rs.
1.	Balance on 30th June 1924	6,46,950
2.	Balance on 30th June 1925	4,45,751
3.	Balance on 30th June 1926	4,38,368
4.	Balance on 30th June 1927	4,17,582
5.	Balance on 30th June 1928	4,06,844

Though in each of the years the quantity of stores handled is more than in the preceding years, the value figures do not reflect it on account of the steady fall in price levels.

6. *Disposal of Surplus and Unserviceable Stores.*—No auction sale was held during the year, but in a sale by tender of valuable scrap a sum of Rs. 3,528 was realised.

7. *Miscellaneous.*—Standardisation of stores continued to receive attention. Though several stock verifications took place after the formation of the Central Stores Depot for the whole Railway, differences between numerical and priced ledgers continued. A temporary staff for the Audit and this department was sanctioned by the Agent and the work of reconciling the balances was commenced on 1st May 1928 and completed on 3rd September 1928.

A. SADASIVAN,
Chief Storekeeper,
Mysore Railways, Mysore.

APPENDIX B.

History of Railways in Mysore—Constructed and in Progress.

I, Lines opened for Traffic.

(*a*) Company and District Board Railways constructed and worked by the State.

(*1*) *Kolar District Railway (2' 6" gauge).*—The first section of this Railway from Bowringpet to Kolar (formerly called the Bowringpet-Kolar Railway) was constructed by Government Agency under sanction conveyed in Government of India, Foreign Department letter No. 2161—I. B., dated 15th October 1912. It was financed entirely by the District Board of Kolar from the proceeds of a debenture loan. Later on, it became evident that if the District Board had to obtain the full benefit of its Railway policy, it would be desirable to extend the line to Chikballapur and link it with the Bangalore-Chikballapur Light Railways. Accordingly, the construction of the section from Kolar to Chikballapur was undertaken in August 1914, under the sanction of the Secretary of State for India, conveyed in First Assistant to the Hon'ble the Resident's letter No. 5420, dated 5th August 1914. The section between Bowringpet and Chikballapur is financed both from the State Funds and from the District Board Debenture loans. The whole length of the line from Bowringpet to Chikballapur is now called the "Kolar District Board Railway."

Progress in Opening.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Bowringpet to Kolar	15th December 1913	15th December 1913	10·51
Kolar to Chintamani	6th March 1916 ...	6th March 1916 ...	29·79
Chintamani to Chikballapur ...	8th November 1916	8th November 1916	23·27
Total ...	...	...	63·57

Details of Construction.

Permanent Way.—The Permanent way of the Bowringpet-Kolar Section consists of second-hand 41¼ lb. rails, five miles of which are laid on teakwood and the remainder on steel peopod trough sleepers. The wooden sleepers are mostly square and a few are half-round.

The Permanent way of the Kolar-Chikballapur Section consists of second-hand and partly of new 41¼ lb. rails purchased from the Tata Iron & Steel Co., Ltd., and is laid on wooden sleepers for about half the distance and the remaining half on steel peopod sleepers. The wooden sleepers are mostly of Mysore teak and few of Jalari and Jambe.

Ballast.—Between Bowringpet and Kolar, the line is ballasted with sand and beyond Kolar up to Chikballapur, the line is packed with good gravel.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradient.—The ruling gradient is 1 in 100.

Agreement.—Agreement between the Government of His Highness the Maharaja of Mysore and the District Board of Kolar for the management, working and maintenance of the line was concluded on 1st December 1920.

The main conditions of the agreement are:—

1. *Land.*—Provided free of cost by Government.

2. Government to construct the line on behalf of the Company and to work the same on a guarantee of 4 per cent interest on the portion of the capital raised by the Board.

3. *Distribution of profits.*—Excluding the working expenses and the guaranteed interest at 4 per cent on Capital Outlay, of the surplus receipts, if any, half will go to Government as the guarantors of interest on capital and the remaining half shall be shared by the Government and the District Board in the ratio of the capital contributed by each.

4. *Rates and Fares.*—These have to be fixed by the Government within the maxima and minima rates fixed by the Railway Board from time to time.

5. Special obligations as to the conveyance of—

(*a*) Mails, Troops, Police, High Government Officials and Government Stores.

(*b*) Government bullion and coin and persons in charge thereof.

(*c*) Any special service that the Government may require for any of their own departments or for the departments of the Government of India shall be performed under the same conditions, as may for the time being, be in force on State owned and worked Railways.

6. *Powers of Government to determine the Agreement.*—Government shall have power to purchase the interest of the District Board in the said Railway at the end of thirty years commencing from the date of opening of the section from Kolar to Chikballapur for public traffic or at subsequent intervals of ten years, subject to twelve months' previous notice being given. The price payable shall be 25 times the average of the fraction of net annual earnings corresponding to the proportion of capital contributed by the Board, during the three years preceding the purchase, subject to a maximum of 120 per cent and minimum of 100 per cent of the District Board share of the capital expenditure.

7. Government shall have power to purchase the interest of the District Board in the said Railway at any time after giving twelve months' notice in the following cases:—

(*a*) Should the Government consider it desirable that the gauge of the line should be altered and the District Board be unwilling to alter it.

(*b*) Should it be considered to convert the line into a line of through communication.

(*c*) Should the Government desire to extend the line (without altering the gauge or making the line part of through route) and the District Board be unable or unwilling to supply half the capital for such extension.

In the event of the interest of the District Board in the line being purchased under this clause the price payable shall be 25 times the average of the fraction of the net annual earnings corresponding to the share of capital contributed by the District Board, during the three years preceding the purchase or 116 per cent of the District Board share of the capital expenditure on the line, whichever may be greater.

8. In the event of the interest of Government in the Railway being purchased by the District Board as set forth in the preamble, the price payable shall be 25 times the average of the fraction of the net annual earnings corresponding to the proportion of capital contributed by the Government, during the three years preceding the purchase subject to a maximum of 120 per cent and minimum of 100 per cent of the Government share of the capital expenditure.

9. *Arbitration.*—All matters in difference between the Government and the District Board under this agreement or in relation to any of the matters provided for by this agreement shall be referred to and determined by a Committee of five members, two of whom shall be nominated by the Government, two by the District Board, and the 5th by these four members, and the decision of the said Committee shall, if unanimous, be final and conclusive between the parties. If the decision is not unanimous, the order of Government on such matters on which there is a difference of opinion among the members of the Committee shall be final and conclusive.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of Net Capital outlay given in column 3	Earnings per mile per week	Proportion of expenses to earnings
		Rs.	Rs	Rs.		Rs.	
1913-14	10 92	2,95,577	7,598	—253	..	43	103·33
1914-15	10·92	12,12,686	38,629	6,865	..	68	82·22
1915-16	40·71	15,12,094	61,663	24,071	..	58	60·96
1916-17	63·57	18,45,840	1,19,855	4,426	·24	33	96·31
1917-18	63·57	19,08,790	1,57,591	36,052	1·88	48	66·75
1918-19	63·57	19,39,123	1,70,713	—5,443	·94	52	103·19
1919-20	63·57	20,81,600	2,08,501	47,264	2·27	59	77·00
1920-21	63·57	21,42,993	2,00,087	33,364	1·56	66	83·32
1921-22	63·57	21,86,114	2,07,784	23,675	1·08	68	88·60
1922-23	63·57	25,50,027	2,47,623	35,244	1·38	75	86·09
1923-24	63·57	25,24,311	2,53 102	28,202	1·11	87	88·86
1924-25	63·57	24,87,038	2,41,326	58,598	2·36	73	75·72
1925-26	63·57	25,46,201	2,68,728	35,728	1·40	81	86·69
1926-27	63·57	25,68,423	2,67,846	63,150	2·45	82	76·42
1927-28	63·57	25,84,471	3,17,130	1,02,903	3·98	92	67·55

(2) Bangalore-Chikballapur Light Railway (*2'-6" Gauge*). This Railway is the first in the State started by private enterprise under a guarantee from the Government of 4 per cent per annum on the capital subscribed by the Company.

The construction was sanctioned by the Secretary of State for India in his Despatch No. 75—Railway, dated 10th September 1909.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Yelahanka to Devanhalli ...	15th September 1914.	6th April 1915	14·70
Devanhalli to Chikballapur ...	1st August 1915 ...	1st August 1915	13·75
Yelahanka to Yeswantapur ...	1st February 1917	1st February 1917	6·85
Yeswantapur to Bangalore ...	...	7th January 1918	3·33
Total ...	...	...	38·63

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent way between Yelahanka and Chikballapur consists of second-hand 41¼ lb. flatfooted rails laid on new steel peopod trough sleepers between stations and wooden sleepers in station yards.

The permanent way in the Bangalore-Yeswantapur section consists of second-hand 41¼ lb. rails laid on wooden sleepers throughout. Between Yelahanka and Yeswantapur the existing Metre Gauge line is used by means of a third rail.

Ballast.—Earth ballast is provided.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is 1,146 feet radius.

Gradient.—The ruling gradient is 1 in 100 throughout.

Agreement.—Agreement, dated 4th August 1919, between the Government of His Highness the Maharaja of Mysore and the Bangalore-Chikballapur Light Railway Company, Limited, as to the management, maintenance and working.

1. *Land.*—Provided by Government free of cost.

2. *Government Aid.*—Government to construct the line on behalf of the Company and to work the same on a guarantee of 4 per cent interest on debentures raised by the Company.

3. *Terms of working and Distribution of Profits.*——Excluding the working expenses and the interest at 4 per cent on capital outlay, of the surplus receipts, if any, half to go to Government as the guarantors of interest on capital furnished by the Company, the remaining half to be shared between the Company and the Government in the ratio of the capital contributed by them.

4. *Rates and Fares.*—These have to be fixed by Government within the maxima and minima rates fixed by the Railway Board from time to time.

5. *Special obligations as to the conveyance of—*

(*a*) Mails, Troops, Police, High Government Officials and Government Stores.

(*b*) Government bullion and coin and the persons in charge thereof.

(*c*) Any special service that the Government may require for any of their own departments or for the Departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked Railways.

6. *Powers of Government to determine Agreement.*—The agreement should be in force for a period of thirty years from the date of opening of the line for public traffic, *viz.*, 1st August 1915, and the Government have powers to purchase the interest of the Company at the end of thirty years or at subsequent intervals of ten years, subject to twelve months' previous notice in writing being given to the Company. Price payable shall be 25 times the average of the fraction of net annual earnings (excluding payment on account of guarantee) corresponding to the proportion of Capital contributed by the Company during the three years preceding the purchase subject to a maximum of 120 per cent and a minimum of 100 per cent of the Compauy's share of capital expenditure.

7. *Arbitration.*—In the event of any difference of opinion arising upon the terms of Agreement between the Government and the Company, the matter shall be referred to a Committee comprised of (1) the Secretary to the Government of Mysore for Railways, (2) the Comptroller, (3) the Government Advocate, (4) the Chairman of the Company and (5) two of the Directors of the Company, and their finding submitted to Government. The decision of Government on the finding shall be final.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3.	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs	Rs.	Rs.			
1914–15	14·72	7,65,420	5,828	1,771	...	25	70·00
1915–16	28·95	8,68,646	68,134	28,577	3·29	49	58·06
1916–17	34·99	10,86,010	74,222	64,278	·59	38	87·21
1917–18	38·63	11,47,671	1,22,425	54,438	4·83	60	55·33
1918–19	38·63	11,53,647	1,42,419	—4,561	—0·97	70	103·19
1919–20	38·63	12,44,858	1,48,417	57,355	4·61	75	61·36
1920–21	38·63	12,75,030	1,59,037	26,078	2·05	79	83·60
1921–22	38·63	12,88,156	1,87,366	23,585	1·83	93	87·41
1922–23	38·63	14,71,250	1,56,627	21,780	1·48	78	86·09
1923–24	38·63	14,17,333	1,84,227	20,000	1·37	92	89·12
1924–25	38·63	14,84,879	1,84,762	44,706	3·02	92	75·80
1925–26	38·63	15,14,488	1,90,238	22,759	1·50	94	88·04
1926–27	38·63	15,12,245	1,89,067	44,041	2·91	95	76·71
1927–28	38·63	15,19,485	1,95,273	61,058	4·01	97	68·83

(3) Nanjangud-Chamrajnagar Railway (Metre Gauge).

The line has been constructed by the Mysore Railways Construction Department from funds provided by the Mysore District Board. It is intended to be the first portion within Mysore territory to join up with the South Indian Railway in the neighbourhood of Satyamangalam, the present terminus Chamrajnagar being the headquarters of a taluk.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Nanjangud-Chamrajnagar ...	27th August 1926 ...	27th August 1926 ...	22·29

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent way consists of selected second-hand 41¼ lb. steel flat-footed rails, 23 feet 9½ inches long with a small percentage of 30 ft. rails. The rails are laid on half-round Mysore teak sleepers.

Ballast.—The whole line is ballasted with stone ballast.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is 955 feet radius.

Gradient.—The ruling gradient is 1 in 100 uncompensated.

Agreement.—The agreement is under consideration.

(*b*) State lines constructed and worked by the State.Statistics of Working (Metre Gauge).

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1923-24 ...	263·63	2,33,67,597	26,65,381	-1,89,507	—0·81	194	107·10
1924-25 ...	263·63	2,49,36,074	29,66,488	3,22,316	1·29	216	80·91
1925-26 ...	263·63	2,48,43,292	29,45,514	6,62,049	2·67	215	77·52
1926-27 ...	263·63	2,48,80,372	29,75,144	6,72,966	2·70	218	77·38
1927-28 ...	263·63	2,52,82,152	31,35,437	13,13,599	5·19	228	58·10

1. *Bangalore-Mysore-Nanjangud Section* (*Metre Gauge*).—This section which was being worked and maintained by the Madras and Southern Mahratta Railway Company on behalf of the Durbar was taken back by the Government in October 1919.

PROGRESS IN OPENING.

Section of Railway	Date of opening for passenger traffic	Miles
Bangalore to Channapatna	1st February 1881 ...	34·75
Channapatna to Mandya	20th March 1881 ...	23·31
Mandya to Mysore	25th February 1882 ...	27·97
Mysore to Nanjangud	1st December 1891 ...	15·04
Nanjangud to Nanjangud Town	12th July 1899 ...	0·76
Total ...		101·83

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent way consists of 60 lb. flat-footed steel rails of B.-S. Section to a length of 86 miles, from Bangalore to Mysore, the Nanjangud section being laid with 41¼ lb. steel rails. The rails are laid on wooden sleepers, partly teak and partly select junglewood.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is provided with aloe fencing here and there for about 86 miles, the rest being unfenced.

Curves.—The sharpest curve is of 600 feet radius.

Gradient.—The ruling gradient is 1 in 70 on the Bangalore-Mysore section and 1 in 89 on the Mysore-Nanjangud section.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
BANGALORE-MYSORE SECTION.		Rs.	Rs.	Rs.		Rs.	
1920-21	86·03	54,96,077	14,57,893	2,45,412	4·47	326	83·16
1921-22	86·03	55,47,608	15,05,488	1,87,241	3·20	337	87·56
1922-23	86·03	67,19,170	15,32,419	2,43,080	3·61	343	84·14
MYSORE-NANJANGUD SECTION.							
1920-21	15·80	6,60,902	1,09,895	19,875	3·01	134	81·91
1921-22	15·80	6,60,992	1,02,210	12,327	1·86	131	87·93
1922-23	15·80	6,60,993	1,16,966	16,724	2·53	142	85·70

2. *Birur-Shimoga Section* (*Metre Gauge*).—The working and maintenance of this Branch line was resumed in October 1919, from the Madras and Southern Mahratta Railway Company, along with the Bangalore-Mysore-Nanjangud Section.

PROGRESS IN OPENING.

Section of Railway	Date of opening for passenger traffic	Miles
Birur to Shimoga	1st December 1899 ...	37·92
The distance from the outer signal of Birur Station to Shimoga is only 37·50 miles.		

DETAILS OF CONSTRUCTION.

Permanent Way.—The line is laid with 41¼ lb. flat-footed steel rails on Mysore teak and junglewood sleepers. The Bhadra Bridge is laid with 50 lb. flat-footed steel rails.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1920–21	37·92	24,46,427	3,12,497	42,892	1·71	158	86·29
1921–22	37·92	24,61,046	3,27,647	40,862	1·66	166	87·52
1922–23	37·92	25,19,379	4,83,155	69,153	2·74	245	85·60

3. *Mysore-Arsikere Railway (Metre Gauge).*—This is the most important Railway constructed by Government. It is owned and financed by Government and is worked by the State. Its construction was sanctioned by Government of India in the Foreign Department in their letter No. 347—I. B., dated the 29th October 1913, but actual work was started some months later as certain ghat sections had to be entirely re-aligned. The line crosses three large rivers, *viz.*, the Lakshmanathirtha, the Cauvery and the Hemavathi.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Mysore to Arsikere	1st September 1917	3rd January 1918	102·95

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent way consists of steel flat-footed rails B.-S. section weighing 50 lbs. per yard, 36 feet in length with a small percentage of 33 and 30 feet lengths laid on sleepers mostly of Mysore teak.

Ballast.—The ballast consists of either broken stone, good gravel or coarse sand. Approaches to bridges are stone-ballasted. Most of the cuttings are ballasted with broken stone and the banks with good gravel in a coating of sand gravel or moorum.

Fencing.—The line is not fenced except at a few necessary places.

Curves.—The two sharpest curves are of 573 feet radius and with the exception of these and two other curves of 955 and 716 feet radius, the rest are of radii 1,146 feet or more.

Gradient.—The sharpest gradient is 1 in 95 compensated in one place and 1 in 100 is the ruling gradient of the remaining portion.

STATISTICS OF WORKING.

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1917-18	102·95	85,68,462	1,66,205	52,075	·60	60	68·69
1918-19	102·95	91,90,088	3,99,676	34,135	·37	75	97·48
1919-20	102·95	1,03,68,328	3,89,618	90,142	·87	95	74·30
1920-21	102·95	1,13,07,559	4,95,406	79,929	·71	93	83·86
1921-22	102·95	1,25,31,598	5,84,642	65,578	·52	109	88·78
1922-23	102·95	1,24,05,640	5,63,688	82,237	·66	105	85·41

4. *Chikjajur-Chitaldrug Railway.—Length 20·90 miles (Metre Gauge).*—The line has been constructed by the Government from funds provided by the Mysore Government and the District Board of Chitaldrug. As only a very small portion of the capital was contributed by the District Board, this Railway has been ordered to be treated as a Government and not a District Board line (G. O. No. R. S. 498-503—Ry. F. 88 G. 21-22, dated 12th August 1921). It connects Chikjajur, a station on the Bangalore-Harihar main line worked by the Madras and Southern Mahratta Railway Company, with Chitaldrug, the headquarters of the district of the same name.

The line is worked by the State. Its construction was sanctioned by the Government of India in the Foreign and Political Department in their letter No. 128—I. B., dated 28th January 1914. But actual construction work was started in October 1917, as per Government Order No. R. S. 778-782—Ry. F. 88 G. 17-18, dated 5th September 1917.

PROGRESS IN OPENING.

Section of Railway	Date of opening for traffic		
	Goods	Passenger	Miles
Chikjajur-Chitaldrug	5th January 1921 ...	6th May 1921 ...	20·90

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent way consists of second-hand and new flat-footed steel rails of 41¼ lb. section laid mostly on Mysore teak sleepers with a small percentage of selected junglewood.

Ballast.—Broken stone ballast is used in cuttings and approaches of bridges and good gravel or sand on banks.

Fencing.—The line is unfenced. At places where it runs close to villages and at level crossings wire fencing is being put up.

Curves and Gradients.—The sharpest curve is 1,140 feet radius. The length of line on curves is 5·13 miles and forms 24·5 per cent of the total length of the line. The ruling gradient is 1 in 100 and the total length on the ruling grade is 7·6 miles or 36·67 per cent of the whole length of the line. Government guarantee 5 per cent interest on the capital provided by the District Board with a proportionate share of profits when net earnings of the line exceed 5 per cent on the total capital invested.

STATISTICS OF WORKING (2′—0′ Gauge).

Year	Table I			Table II			
	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1923-24	36·20	10,11,725	36,660	743	·07	19	97·97
1924-25	36·20	10,87,064	54,373	5,424	·50	28	90·04
1925-26	36·20	11,07,846	61,574	13,160	1·19	32	78·62
1926-27	36·20	11,21,636	52,569	1,943	·17	28	96·30
1927-28	36·20	12,03,548	53,032	27,555	2·28	28	48·04

5. *Tarikere-Narasimharajapura Tramway 2 ft. 0 in. Gauge.*—The original object of undertaking this project was to have a cheap tramway to carry forest products, but it has subsequently developed into a scheme for a tramway to carry all classes of traffic including passengers. Its construction under the Mysore Tramways Regulation No. II of 1906, was sanctioned by the Government of India in their Foreign Department letter No. 3325—I. B., dated 25th September 1913. This is a State line financed and worked by the State.

PROGRESS IN OPENING.

Section of Tramway	Date of opening for traffic		
	Goods	Passenger	Miles
Tarikere to Lakkvalli	15th January 1915 ...	22nd May 1915 ...	11·88
Lakkvalli to Narasimharajapura ...	15th May 1917 ...	15th May 1917 ...	14·72
		Total ...	26·60

DETAILS OF CONSTRUCTION.

Permanent Way.—The Permanent way consists of 24 lb. rails originally laid on steel sleepers. Steel sleepers have all been replaced recently by wooden ones for the whole line.

(6) *Type of Rolling Stock.*—To be of a pattern approved by Government.

(7) *Transfer by sale of Tramway or of undertaking.*—The company is not to transfer the undertaking or part thereof by sale, mortgage, lease, exchange or otherwise except with the previous sanction of Government.

(8) *Tolls and Taxes.*—The company to pay toll duty of one anna per ton on the manganese or other ore carried by the Tramway and afford facilities for the municipality to collect Octroi or other municipal taxes. Also to pay to Government a tax of two annas per ton of ore for the first 10,000 tons in a year and for every ton above that quantity within the said year at one anna.

Penalty for Non-adherence of conditions—The Company to be liable to a penalty which may exceed Rs. 200 for each offence and in the case of a continuing offence to a further penalty of Rs. 50 for each day after the first during which the offence continues.

STATISTICS OF WORKING.

	Miles open at the end of each year	Total capital outlay	Manganese Ore		Timber and Fuel	
			Total quantity carried by the Tramway	Total taxes paid by the Company	Quantity carried by the Tramway	Freight charges paid to them
Half-year ended 30th June		Rs.	Tons.	Rs.	Cft.	Rs.
1918 ...	35	12,43,000	12,200	764	17,641	1,833
Do 1919 ...	do	do	20,934	1,941	52,040	6,138
Do 1920 ...	do	do	22,852	2,053	46,860	4,789
Do 1921 ...	do	do	14,752	1,011	23,154	6,873
Do 1922 ...	do	do	10,883	811	17,010	1,811
Do 1923 ...	do	do	20,872	1,930	45,221	5,505
Do 1924 ...	do	do	34,438	2,740	94,130	11,828
Do 1925 ...	do	do	30,404	2,525	1,16,063	15,027
Do 1926 ...	do	do	27,423	1,718	90,925	11,009
Do 1927 ...	do	do	19,178	1,199	90,161	11,141
Do 1928 ...	do	do	24,413	1,526	69,357	8,523

K. SRINIVASA IYENGAR,
Engineer-in-Chief,
Mysore Railways.

APPENDIX C.

Abstract of principal commodities carried during the year 1927-28.

Serial No.	Description of Goods	1926-27								1927-28							
		Metre Gauge		Narrow Gauge		Tramways		Total		Metre Gauge		Narrow Gauge		Tramways		Total	
		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.	Tons	Rs.
1	Cotton Raw	3,029	21,574	4	29	...	..	3,033	21,603	2,036	13,240	...	3	...	1	2,036	13,244
2	Fruits and Vegetables ...	4,854	23,465	8,869	38,020	1	6	13,224	61,491	4,913	27,557	11,664	51,163	7	36	16,584	78,756
3	Fuel	5,086	10,376	3,067	4,453	...	...	8,153	14,829	16,367	25,666	4,898	6,794	2	6	21,267	32,466
4	Grain and other pulses ...	74,925	3,89,809	5,031	17,099	112	509	80,068	4,08,317	61,670	3,10,111	10,675	34,528	368	1,660	72,713	3,46,299
5	Kunker	7,909	20,894	14	51	...	...	7,923	20,945	7,633	20,845	...	...	...	...	7,633	20,845
6	Metallic ores	34,801	48,954	...	...	...	...	34,801	48,954	37,106	69,950	...	...	...	...	37,106	60,950
7	Salt	10,739	37,586	1,138	3,661	8	38	11,885	41,285	13,114	44,872	1,192	3,771	14	60	14,320	48,703
8	Sugar and Jaggery	3,009	16,389	3,031	10,654	12	85	6,052	27,078	3,664	18,879	2,983	10,583	13	69	6,660	29,531
9	Timber	22,519	1.03,714	835	3,761	5,261	28,054	28,615	1,35,532	22,172	1,00,857	1,411	6,440	6,429	30,538	30,012	1,37,835
10	Other Commodities ...	82,335	4,53,789	14,256	56,249	754	5,088	97,345	5,15,126	91,290	5,20,946	17,172	74,413	1,007	3,534	1,09,469	5,98,893
11	Coal for the public	1,925	6,085	18	57	...	..	1,943	6,142	9,440	20,050	2	9	...	..	9,442	20,059
12	Military Stores	202	1,449	...	...	...	...	202	1,449	178	857	93	108	...	...	271	965
13	Coal for Loco	14,665	13,619	1,432	306	8	3	16,105	13,928	15,859	15,357	1,086	287	7	2	16,952	15,646
14	Railway materials	7,209	4,467	...	...	421	289	7,630	4,756	8,847	9,118	...	..	65	64	8,912	9,182
15	Revenue Stores	3,937	4,092	345	226	122	27	4,404	4,345	5,750	4,675	204	151	72	20	6 026	4,846
16	Live Stock	...	7,600	...	201	...	...	...	7,801	...	10,255	...	207	...	...	...	10,462
17	Demurrage and miscellaneous.	...	13,504	...	1,065	...	78	...	14,647	...	14,633	..	1,194	...	43	...	15,870
18	Wood and patent fuel for Loco.	277	172	...	...	30	10	307	182	212	277	21	3	...	...	233	280
19	Revenue Stores for Foreign Railways.	4,565	4,241	...	...	...	...	4,565	4,241	1,314	1,994	...	...	...	..	1,314	1,994
20	Coal for construction ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total ...	2,81,486	11,81,729	38,040	1,36,735	6,729	34,187	3,26,255	13,52,651	3,01,565	2,20,619	51,401	1,89,654	7,984	36,033	3,60,950	14,46,306

STATEMENT No. I.

(1) Capital outlay during the financial year 1927-28 and (2) Capital outlay to end of the financial year 1927-28.

Name of individual Railway comprised in the system	Capital outlay during the financial year							Capital outlay to the end of the financial year							Outlay from funds raised either by Companies, District Boards or Indian States	Outlay charged to the funds raised by the State
	Gauge	Works	Rolling stock	Ferries	General charges	Stores, etc., not finally charged off in the accounts	Total	Works	Rolling stock	Ferries	General charges	Stores, etc., not finally charged off in the accounts	Premia paid by Government in the purchase of Company's lines	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
BROAD GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Kolar Gold Fields Railway	5′—6″	—43	...	...	...	...	—43	11,67,202	60,068	...	...	...	...	12,27,270	...	12,27,270
METRE GAUGE.																
Bangalore-Harihar Railway	3′—3 3/8″	1,27,802	97,398	...	...	11,172	2,35,872	112,50,037	39,01,553	...	5,66,017	3,14,851	...	160,32,458	...	1,60,32,458
Yesvantapur-Hindupur Railway.	do	21,941	7,445	...	...	...	29,386	24,56,288	1,46,551	...	...	...	...	26,02,839	...	26,02,839
Total Metre Gauge ...	...	1,49,243	1,04,843	...	...	11,172	2,65,258	137,06,325	40,48,104	...	5,66,017	3,14,851	...	186,35,297	...	1,86,35,297
Total for the System ...	...	1,49,200	1,04,843	...	...	11,172	2,65,215	138,73,527	41,08,172	...	5,66,017	3,14,851	...	198,62,567	...	1,98,62,567

STATEMENT No. II.

Condensed Statement of Capital Outlay, Revenue Earnings and Expenses for the financial year ending 30th June 1928.

Name of each individual Railway comprised in the system	Gauge	Total Capital Outlay including ferries and suspense on Open lines	Gross earnings	Working expenses	Net earnings	Percentage of Working expenses to Gross earnings	Percentage of Net earnings on total Capital Outlay (given in Col. 3)
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.		
Broad Gauge.—							
Kolar Gold Fields Railway	5′—6″	12,27,270	1,60,796	1,04,579	56,217	65·04	4·58
Metre Gauge.—							
Yesvanthapur-Hindupur Railway	3′—3⅜″	26,02,839	9,47,409	5,71,896	3,75,513	60·36	14·43
Bangalore-Harihar Railway	do	1,60,32,458	41,50,938	23,63,694	17,87,244	56·94	11·15
Total Metre Gauge ...	..	1,86,35,297	50,98,347	29,35,590	21,62,757	57·58	11·62
Total for the System ...	..	1,98,62,567	52,59,143	30,40,169	22,18,974	57·81	11·17

STATEMENT No. III.—Details of Gross Earnings for the financial year ending 30th June 1928.

Name of each individual Railway comprised in the system	Gauge	Coaching Traffic													
		Passenger Traffic													
		1st class		2nd class		Inter class		3rd class		Season and vendors' tickets		Total			
		Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings	Originating on Home line whether Local or Foreign	Other Traffic	Total	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Rs.		Rs.		Rs.		Rs.		Rs.				Rs.
Broad Gauge ...	5'-6"	730	836	4,771	2,482	...	..	53,7,004	69,090	80,550	5,100	..	...	623,055	77,508
Metre Gauge ...	3'-3⅜"	3,551	41,805	20,016	90,968	15,368	43,451	2,427,692	14,36,409	54,200	6,464	...	...	2,520,827	16,19,097
Total ...	...	4,281	42,641	24,787	93,450	15,368	43,451	2,964,696	15,05,499	134,750	11,564	...	....	3,143,882	16,96,605

Name of each individual railway comprised in the system	Gauge	Other coaching traffic earnings	Total coaching traffic earnings	Goods Traffic						Miscellaneous Earnings				Total Gross earnings
				Tons carried										
				Originating on Home line whether Local or Foreign	Other traffic	Total	Earnings	Earnings from other Goods traffic	Total Goods earnings	Electric telegraph earnings	Steam boat earnings	Sundry earnings	Total	
		17	18	19	20	21	22	23	24	25	26	27	28	29
		Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Broad Gauge ...	5'-6"	10,657	88,165	...	...	55,870	72,299	—922	71,377	49	..	1,205	1,254	1,60,796
Metre Gauge ...	3'-3⅜"	3,52,430	19,71,527	...	...	610,741	30,61,999	4,864	30,66,863	3,428	...	56,529	59,957	50,98,347
Total ...	...	3,63,087	20,59,692	...	...	666,611	31,34,298	3,942	31,38,240	3,477	...	57,734	61,211	52,59,143

STATEMENT No. IV.

Details of Working Expenses for the Financial year ending 30th June 1928.

Name of each individual Railway comprised in the system	Maintenance of structural works	Maintenance and supply of Locomotive power	Maintenance of Carriage and Wagon stock	Expenses of the Traffic department	Expenses of the General departments	Miscellaneous expenses	Total Working expenses
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Broad Gauge—							
Kolar Gold Fields Railway	24,150	30,410	13,618	11,448	6,161	18,792	1,04,579
Metre Gauge—							
Yesvanthapur-Hindupur Railway	1,40,149	1,77,398	80,000	66,744	35,816	71,789	5,71,896
Bangalore-Harihar Railway	6,32,858	7,86,728	3,51,691	2,96,786	1,76,397	1,19,234	23,63,694
Total Metre Gauge	7,73,007	9,64,126	4,31,691	3,63,530	2,12,213	1,91,023	29,35,590
Total for the System	7,97,157	9,94,536	4,45,309	3,74,978	2,18,374	2,09,815	30,40,169
Percentage of Gross earnings	15·16	18·91	8·47	7·13	4·15	3·99	57·81

STATEMENT No. I.

(1) Capital Outlay during the Financial year 1927-28 and (2) Capital Outlay to end of the Financial year 1927-28.

Name of each individual Railway comprised in the system	Capital Outlay during the financial year							Capital Outlay to end of the financial year							Outlay from funds raised by Company's District Boards or Native States	Outlay charged to the funds raised by the State
	Gauge	Works	Rolling stock	Ferries	General charges	Stores etc., not finally chargedoff in the accounts	Total	Works	Rolling stock	Ferries	General charges	Stores etc., not finally charged off in the accounts	Premia paid by Government in the purchase of Company's lines	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.																
Bangalore-Mysore Railway. Mysore-Nanjangud Railway Mysore-Arsikere Railway. Chikjajur-Chitaldrug Railway. Birur-Shimoga Railway.	3'-3⅜"	1,28,661	2,56,625	...	..	16,493	4,01,779	171,10,979	58,08,912	...	15,76,695	7,85,565	...	252,82,151	...	252,82,151
Nanjangud-Chamarajnagar Railway.	,,	3,012	...	..	51	—6,576	—3,513	9,94,419	...	...	74,015	11,399	..	10,79,833 *80,089	10,79,833 *80,089	...
Kolar District Railway.	2'-6"	818	15,229	...	.	...	16,047	14,25,086	9,92,658	...	1,49,746	16,980	...	25,84,470	12,92,235	12,92,235
Bangalore-Chikballapur Light Railway.	,,	1,186	7,619	...	...	—1,564	7,241	8,25,716	5,16,878	...	1,76,967	—75	...	15,19,486	6,95,766	8,23,720
Tramways ...	2'-0"	8,417	73,495	...	...	..	81,912	8,74,604	2,55,581	..	75,604	—2,241	...	12,03,548	...	12,03,548
Total Open lines ...	...	1,42,094	3,52,968	...	51	8,353	5,03,466	212,30,804	75,74,029	...	20,53,027	8,11,628	...	316,69,488 *80,089	30,67,834 *80,089	286,01,654
LINES UNDER CONSTRUCTION.																
Shimoga-Arasalu Railway.	3'-3⅜"	8,33,723	90,096	..	45,704	—132	9,69,391	12,27,993	90,097	..	1,50,740	48	...	14,68,878	3,72,925	10,95,953
Grand Total ...	...	9,75,817	4,43,064	...	45,755	8,221	14,72,857	224,58,797	76,64,126	..	22,03,767	8,11,676	...	331,38,366 *80,089	34,40,759 *80,089	296,97,607

STATEMENT No. II.

Condensed Statement of Capital Outlay, Revenue Earnings and Expenses for the Financial year ending 30th June 1928.

Name of each individual Railway comprised in the system	Gauge	Total Capital outlay including ferries and suspense on Open Lines	Gross earnings	Working expenses	Net earnings	Percentage of working expenses to Gross earnings	Percentage of Net earnings on total Capital outlay (given in Col. 3)
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Mysore-Arsikere Railway ...	3'-3⅜"	2,52,82,151	31,35,437	18,21,838	13,13,599	58·10	5·20
Bangalore-Mysore Railway ...							
Mysore-Nanjangud Railway ...							
Birur-Shimoga Railway ...							
Chickjajur-Chitaldrug Railway ...							
Nanjangud-Chamrajnagar Railway ..	Do	10,79,833 *80,089	1,03,023	72,386	30,637	70·26	2·64
Kolar District Railway ...	2'-6"	25,84,470	3,17,130	2,14,227	1,02,903	67·55	3·98
Bangalore-Chikballapur Light Railway	2'-6"	15,19,486	1,95,873	1,34,815	61,058	58·83	4·02
Tramways ...	2'-0"	12,03,548	53,032	25,477	27,555	48·04	2·29
Total for the System ...	...	3,16,69,488 *80,089	38,04,495	22,68,743	15,35,752	59·63	4·84

* Represents the expenditure on account of old construction paid for by the Mysore District Board.

STATEMENT No. III.—Details of Gross Earnings for the Financial year 1927-28.

Name of each individual Railway comprised in the system	Gauge	Coaching traffic													
		Passenger traffic													
		1st Class		2nd Class		Inter Class		3rd Class		Season and vendors' tickets		Total			
		Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings	Originating on Home Line whether Local or Foreign	Other traffic	Total No.	Total Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Rs.		Rs.		Rs.		Rs.		Rs.				Rs.
Metre Gauge	3′—3 3/8″	4,558½	20,957	32,444⅓	69,719	41,725	61,127	32,64,996½	15,98,457	1,13,325	12,896	33,51,197	1,05,852½	34,57,049½	17,63,156
Narrow Gauge	2′—6″	127	287	3,630	3,973	...	...	9,34,883	2,96,071	28,157	2,356	9,35,306	31,509	9,66,815	3,02,687
Tramways	2′—0″	...	...	376½	370	...	...	51,325	15,216	750	102	52,419½	32	52,451½	15,688
Total ...	...	4,685½	21,244	36,451	74,062	41,725	61,127	42,51,204½	19,09,744	1,42,250	15,354	43,38,922½	1,37,393⅓	44,76,316	20,81,531

Name of each individual Railway comprised in the system	Gauge	Other coaching traffic earnings	Total coaching traffic earnings	Goods traffic					Sundries			Total
				Tons carried			Earnings from other Goods traffic	Total Goods earnings	Electric telegraph and sundries	Steam boat earnings	Total Sundry earnings	
				Originating on Home line	Total	Earnings						
		17	18	19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.				Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
Metre Gauge	3′—3 3/8″	1,71,374	19,34,530	1,95,722	1,05,843	3,01,565	12,05,986	14,633	12,20,619	83,311	...	83,311	32,38,460
Narrow Gauge	2′—6″	17,729	3,20,416	41,646	9,755	51,401	1,88,460	1,194	1,89,654	2,933	...	2,933	5,13,003
Tramways	2′—0″	1,060	16,748	7,974	10	7,984	35,990	43	36,033	251	...	251	53,032
Total ...	...	1,90,163	22,71,694	2,45,342	1,15,608	3,60,950	14,30,436	15,870	14,46,306	86,495	...	86,495	38,04,495

STATEMENT No. IV.

Details of Working Expenses for the Financial year ending 30th June 1928.

Name of each individual Railway comprised in the system	Maintenance of structural works	Maintenance and supply of Locomotive power	Maintenance of Carriage and Wagon Stock	Steam Boat expenses	Expenses of Traffic Department	Expenses of General Departments	Miscellaneous Expenses	Hire of Rolling Stock	Total Working expenses
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Metre Gauge—									
Mysore-Arsikere Section ... Bangalore-Mysore do .. Mysore-Nanjangud do . Birur-Shimoga do ... Chickjajur-Chitaldrug Section ..	2,23,427	6,62,633	2,38,591	...	4,15,993	1,87,466	93,728	...	18,21,838
Nanjangud-Chamrajnagar Section	12,101	22,541	6,365	...	15,560	7,437	3,231	5,151	72,386
Total Metre Gauge ...	2,35,528	6,85,174	2,44,956	...	4,31,553	1,94 903	96,959	5,151	18,94,224
Narrow Gauge—									
Kolar District Railway ...	89,175	66,205	—11,782	...	42,227	18,923	9,479	...	2,14,227
Bangalore-Chikballapur Light Railway	61,182	40,395	—10,387	...	26,083	11,688	5,854	...	1,34,815
Total Narrow Gauge ...	1,50,357	1,06,600	—22,169		68,310	30,611	15,333	...	3,49,042
2′—0″ Gauge—									
Tarikere-Narasimharajapura Tramway ... ... Tadasa-Hebbe Tramway ...	11,587	5,752	—3,673	...	7,061	3,165	1,585	...	25,477
Total for the System ...	3,97,472	7,97,526	2,19,114	...	5,06,924	2,28,679	1,13,877	5,151	22,68,743
Percentage of Gross earnings ...	10·45	20·96	5·76	...	13·32	6·01	2·99	0·14	59·63

STATEMENT No. V.—Mileage Statement.

Name of each individual Railway comprised in the system	Gauge	Date of first opening	Route mileage open on the 30th June 1928		Track mile open on 30th June 1928			Mileage opened during the financial year 1927-28				Mean mileage worked during the year	Mileage authorised but not open for traffic on the 30th June 1928				Proportion of work completed on 30th June 1928
			Single line	Total route miles	Running track	Siding	Total	Section	Miles	Working agency	Constructing agency		Sanctioned		Under-construction		
													Section	Miles	Section	Miles	
Bangalore-Mysore Section—																	
Bangalore to Channapatna ...	3′—3$\frac{3}{8}$″	1—2—81	86·03	86·03	86·03	19·08A	120·91	...	...	...	...	86·03					
Channapatna to Mandya ...	,,	20—3—81										15·8					
Mandya to Mysore ...	,,	25—2—82															
Mysore-Nanjangud Section—																	
Mysore to Nanjangud ...	,,	1—2—91	15·8	15·8	15·8							22·29					
Nanjangud to Nanjangud Town ...	,,	12—7—99															
Nanjangud-Chamrajnagar Section—																	
Nanjangud Town to Chamrajnagar.	,,	27—8—26	22·29	22·29	22·29	1·64	23·93	...	..	...	...	102·95					
Mysore-Arsikere Section—																	
Mysore to Arsikere ..	,,	3—1—18	102·95	102·95	102·95	6·011	108·961	...	..	...	...	37·92					
Birur-Shimoga Section ...	,,	1—12—99	37·92	37·92	37·92	5·89	43·81	...	...	...	...	20·9					
Chickjajur-Chitaldrug ,, ...	,,	6—5—21	20·9	20·9	20·9	2·112	23·012	...	...	...	...						
Kolar District Railway—																	
Bowringpet to Kolar ...	2′—6″	15—12—13	63·57	63·57	63·57	4·63B	106·83	...	...	...	..	63·57					
Kolar to Chintamani ...	,,	6—3—16										38·63					
Chintamani to Chikballapur ...	,,	8—11—18															
Bangalore-Chikballapur Light Railway—																	
Yelahanka to Devanhalli ...	,,	6—4—15	38·63	38·63	38·63												
Devanhalli to Chikballapur ...	,,	1—8—16															
Yelahanka to Yesvanthapur ...	,,	1—12—17															
Yesvanthapur to Bangalore City ...	,,	7—1—18															
Tramways—																	
Tarikere to Lakkavalli ...	2′—0″	22—5—15	26·6	26·6	26·6	2·5	29·1	..	...	...	...	26·6					
Lakkavalli to Narasimharajpura ...	,,	22—5—15	9·6	9·6	9·6	0·8	10·4	..	...	...	...	9·6					
Tadasa to Hebbe ...	,,	5—2—21											Shimoga—Ragihosahalli Railway.	18·96	Shimoga—Ragihosahalli Railway	18·96	7 per cent.

Remarks.—A. Increase of 1·07 miles is due to Remodelling Central Work shops Yard and putting additional lines.
B. Increase of ·03 miles is due to Extending Loop at Bettahalsur.

STATEMENT No. VI.—Statement of Equipment on 30th June 1928.

Name of each individual Railway comprised in the system	Gauge	Locomotives	Rail motor cars	Steam coaches	Internal combustion coaches	Electric motor coaches	Coaching vehicles (Excluding Departmental vehicles)					Other coaching vehicles	Goods vehicles Excluding Departmental vehicles				Departmental vehicles	
							Passenger vehicles											
							Seats by classes											
							Number	First	Second	Inter	Third		Total	Covered and Open wagons	Other vehicles	Total	Coaching including officer's carriages	Goods including inspection trollies
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Mysore–Bangalore	Metre Gauge	31	...	..	...	..	111	107	190	120	3,764	20	131	358	...	358	16	28
Mysore–Arsikere ..																		
Mysore–Chamrajnagar																		
Birur–Shimoga																		
Chickjajur–Chitaldrug	Narrow Gauge 2′—0″	12	...	..	...	...	24	30	54	...	1,097	...	24	83	...	83	2	6
Bangalore–Bowringpet		6	...	...	...	..	4	...	Upper 16	...	Lower 96	...	4	45	...	45	...	1
Tarikere–Narasimharajpura ...																		

STATEMENT No. VII.

Passenger miles and Ton miles of Goods traffic carried during the Financial year 1927-28.

Name of each individual Railway comprised in the system	Passenger miles						Net or freight ton miles of Goods
	First class	Second class	Inter class	Third class	Season and Vendors' tickets	Total	
1	2	3	4	5	6	7	8
Metre Gauge ...	2,54,057	1,359,735	1,877,904	87,416,682	1,777,460	92,685,838	18,351,969
Narrow Gauge ...	3,501	82,629	...	17,553,611	330,800	17,970,541	2,095,196
Tramways ...	...	5,858	...	834,428	18,800	859,086	206,304
Total for the System ...	2,57,558	1,448,222	1,877,904	105,804,721	2,127,060	111,515,465	20,653,469

STATEMENT No. VIII.

Details of train and engine mileage for the year 1927-28.

Name of each individual Railway comprised in the system	Train miles				Engine miles			
	Coaching	Goods	Mixed	Total (including Departmental and Ballast train)	Shunting	Miscellaneous including light Assisting required, Assisting not required siding and Departmental	Total	Total train and Engine miles
1	2	3	4	5	6	7	8	9
Metre Gauge ...	246,072	134,674	283,076	674,633	72,197	...	72,197	746,830
Narrow Gauge ...	410	7,019	167,820	175,249	19,122	...	19,122	194,371
Tramways ...	...	14,666	19,916	35,198	3,945	..	3,945	39,143
Total for the System	246,482	156,359	470,812	885,080	95,264	...	95,264	980,344

FOR CLASS II RAILWAYS ONLY.

No. XI—Statement of Rolling Stock fitted with automatic brakes, vehicles, lighted with gas or electricity and lower class carriages provided with latrine accommodation on the 30th June 1928.

Item	Heading	Number or percentage		
		Mysore Railways		
1	Railway System—	M. G.	N. G.	Tramways
2	Gauge	3'—3⅜"	2'—6"	2'—0"
	Locomotives.			
3·01	Total number on the line	31	12	6
3·02	Number fitted with automatic brakes ..	26	5	..
3·03	Percentage of total	83·8	41·6	..
	Coaching vehicles (including brake vans used exclusively on passenger service.)			
4·01	Total number	147	26	4
4·02	Number braked	120	..	..
4·03	Percentage of total	81·6	..	..
4·04	Number piped	18	..	..
4·05	Percentage of total	12·2	..	..
	Goods vehicles (including brake vans used indiscriminately on passenger, mixed or goods service but excluding cranes and their dummy trucks.)			
5·01	Total number	374	85	45
5·02	Number braked	156	..	..
5·03	Percentage of total	47·1	..	..
5·04	Number piped	12	..	..
5·05	Percentage of total	3·20	..	..
	Passenger vehicles.			
6·01	Total number on the line	127	26	4
6·02	Number fitted for lighting with gas	28	..	..
6·03	Percentage of total	22·0	..	..
6·04	Number fitted for lighting with electricity ..	94	26	..
6·05	Percentage of total	74·0	100	..
	Lower class carriage provided with latrine accommodation.			
	Intermediate class.			
7·01	Total number	..	..	..
7·02	Number provided with latrine accommodation ..	..	..	..
7·03	Percentage of total	...	..	..
	Third class.			
7·04	Total number	83	19	4
7·05	Number provided with latrine accommodation ..	72	19	..
7·06	Percentage of total	86·7	100	..
	Composites containing intermediate or third class accommodation.			
7·07	Total number	12	5	..
7·08	Number provided with latrine accommodation ..	12	5	..
7·09	Percentage of total	100	100	..
7·10	Total number of lower class carriages ..	95	24	4
7·11	Number provided with latrine accommodation ..	84	24	..
7·12	Percentage of total number	88·4	100	..

Diagram showing for each year the Total Capital Outlay, Gross Earnings, Working Expenses, and length in Miles Open, also Percentage of Net Earnings on Capital outlay and Percentage of Working Expenses to Gross Earnings.

Note:—

Scale for Percentage of Net Earnings on Capital Outlay on Open lines = 1" 1 percent.

Total Working Expenses of all lines... } = 1" 5 lakhs.
Total Gross Earnings of all lines..... }

Total Capital Outlay on all lines. = 1" 40 lakhs.

Total Miles Open. = 1" 50 Miles.

Percentage of Working Expenses to Gross Earnings. = 1" 10 percent.

Percentage of Ordinary Working Expenses to Gross Earnings = 1" 10 percent.

11" 10" 9" 8" 7" 6" 5" 4" 3" 2" 1" 0"

Percentage of Working Expenses to Gross Earnings.

Total Miles Open.

Total Capital Outlay on all lines.

Total Gross Earnings of all lines.

Percentage of Net Earnings on Capital Outlay on Open lines.

Total Working Expenses of all lines.

Percentage of Ordinary Working Expenses to Gross Earnings.

424·29 Miles.

317·49 Lakhs.

38·04 Lakhs

59·63 Percent

4·84 Percent

22·68 Lakhs

1912-1913. 1913-1914. 1914-1915. 1915-1916. 1916-1917. 1917-1918. 1918-1919 1919-1920. 1920-1921 1921-1922. 1922-1923. 1923-24 1924-25. 1925-26. 1926-27. 1927-28